

THE EVENING GAZETTE.

TERRE HAUTE, INDIANA, MONDAY, APRIL 24 1893.

PRICE 3 CENTS
Except 3 Saturdays

A WEEK FROM TODAY.

The World's Fair Will be Formally Opened.

Not Ready by Any Means Will it be On That Day.

The Finishing Touches Will be Put on Later

TERRE HAUTE, April 24.—Today marked the closing of the last week before the opening of the World's fair and notwithstanding the serious delay occasioned by the bad weather of last week, the managers are promising to have things in presentable shape by next Monday. Under the most favorable circumstances will the opening be postponed.

It was said this afternoon that with a little higher temperature and a wind of 12,000 or 15,000, work may be accomplished in a week. Now seems to be a hopeless chaos of mud and building debris can be transformed into a beautiful garden. The grounds can be cleaned up and made habitable, the waste places turned into lawns and every unsightly vista of two years of toil removed. All this cannot be accomplished provided the weather holds good.

As to the interior work of the Fair, the outlook is not quite so hopeful. No one will now pretend to say that the show will be entirely complete by the first of May. Installation of exhibits is going on day and night and yet much will remain to be done a week hence. It is a physical impossibility to have everything in readiness in the short time remaining.

Of this the exhibitors themselves are likely to blame. They have in many instances delayed their part of the work until the very last moment and so find themselves behind the procession. They cannot plead ignorance as an excuse, as a director general has been urging them to hurry for the last two or three months.

Nevertheless the Fair will be open at Monday while probably not complete in all the details, it will beyond doubt be a great exhibition, with more objects of interest installed in the building and grounds, it is said on good authority, than can be seen in a month of time.

The action of the carpenters' union in declaring a strike for today had no visible effect at the Fair grounds. This morning the usual force of carpenters was at work and none had struck and so far as could be learned no orders had been issued to the men working there to go out. Among the men there seemed to be feeling of dissatisfaction at the action taken by them in declaring a general strike.

FOREIGN NEWS.

Offering Amendments to the Home Rule Bill.

Kaiser Wilhelm Makes a Call on the Pope.

LONDON, April 24.—In the House of Commons today Gen. Sir George Chesley, Conservative member of Parliament for Oxford, moved as an amendment to the Irish Home Rule bill that the government should withdraw the military forces from Ireland before the

A NICE OFFICIAL.

The Indiana State Geologist Disgraces Himself.

He is Finally Captured and Locked up for Safe Keeping.

INDIANAPOLIS, April 24.—[Gazette special]—Some lively scenes occurred in the state capital building yesterday while it was closed to the public. Few of the state officers, or employees were in the building. Among them was Sylvester S. Gorby, State Geologist. He had been drinking freely and for a time this partially crazed him. He chased janitors about the long corridors up stairs and down and threatened to jump out of the third story window. He was finally captured and locked up in a room. Here he remained all night and a part of today until doctors could be got to the state house to take charge of him.

THE BLOCK COAL SCALE.

Joint Meeting of Miners and Operators Saturday.

The joint meeting of operators and block coal miners at Brazil Saturday adjourned without coming to any conclusion. The miners proposed a rate of 80 cents per ton from May to Nov. 1st, and 85 cents per ton from Nov. to May 1st. The operators place the summer scale at 75 cents and the winter scale at 80 cents, but offered to concede an advance of 5 cents on the winter price. The miners will decide at a meeting held today upon the question of accepting this offer. Another joint meeting will be held tomorrow.

A New Colored Lodge.

Wyatt Johnson, of Springfield, Ill., Chief Grand Scribe of International Order of Twelve, of Illinois and jurisdiction, is in the city, and will institute a temple of Knights at Prince hall lodge tonight. The order is benevolent in character and similar to the Masons and Odd Fellows. On Wednesday evening a reception will be tendered to Mr. Johnson at the A. M. E. church on south Third street.

Temperance Sermon.

Mrs. Ellen Denny gave a temperance sermon in Mattox Chapel last night to an immense crowd. There was not standing room. This afternoon at 2:30 she gives a talk to the W. C. T. U. Tonight, tomorrow night and Wednesday night she will lecture in Mattox Chapel. Interest is increasing. Many of our best men in that part of the town are becoming honorary members of the union.

Congregational Church.

The Congregational church was crowded last evening to hear the song service, which proved very interesting and enjoyable. The choir assisted by an orchestra and Dan Davis rendered some delightful music. The subject for the service was "God the Father," and was handled in a grand manner by Rev. Crum, the pastor. It was followed by hymns and responsive readings. The program was novel in its form and was chiefly characterized by its excellent music.

The Duke of Veragua.

FOUND AT LAST.

After Many Months the Water Gives up its Dead.

The Body of Engineer Wesley Allison, Who Lost His Life in the Big Four Wabash Bridge Wreck.

Found Floating Upon the Water Yesterday.

The body of Wesley Allison the ill-fated Big Four engineer, who went down in the Big Four river bridge wreck six months ago, has been recovered.

The body, disfigured and badly decomposed, was found floating on the river yesterday morning over a mile below the scene of the wreck. The finding of the body lifts a great load of anxiety from the mind of the widow and will set at rest forever the many foolish rumors of the escape of the engineer. The wreck occurred on the morning of October 28, 1892, and although every possible means was exerted to recover the body it was never found. Several reports reached this city of the appearance of the missing engineer at his old home and many persons clung to the idea that Allison had escaped. The railroad company had hopes of finding the remains when the engines were raised.

The body was found by Benjamin Kinsey, an employee of the Smith greasery, south of the city yesterday morning. The river has been over the bottoms for several days and Kinsey had pulled out to the greasery yesterday morning in a skiff to ascertain the damage done to the buildings by the water. While on the way out he noticed a blue object floating some distance from him. Knowing the current of the river would land the object in the drift a short distance below Kinsey continued on his mission. Returning to the drift a few moments later he was horrified to find that the blue was the color of a pair of overalls that covered the form of a body, floating face downward on the water. The body was first seen about two hundred yards from the east shore. Kinsey attached the boat chain to the body and pulled it ashore.

It was noon when the police ambulance reached the scene and the body removed from the water. The police at once surmised that the body was that of Wesley Allison which had been sought for almost constantly ever since the accident. The surmise proved true. The remains were removed to Katzenbach's morgue by order of coronor Mattox where it was positively identified. The body was viewed by Charles E. Lueck and C. M. Sholof, of 829 north Sixth, and Ralph Sachs. They removed the glove from the left hand where the dead man was easily identified by the deformed index finger which had been crushed out of shape in a previous accident.

The body was in fair condition considering the fact that it has been in the water for six months. The face and head was badly disfigured. It might have been from scalding or the action of the water. The body was incased in blue overalls and waist, such as is worn by engineers. On his person was found his silver watch and chain, a bunch of keys, a twenty-dollar bill and thirty-five cents in change. The watch was found to have stopped at 6:44, or twelve hours after the

The World's Fair.

No. 3.

Ballot in the GAZETTE's World's Fair Contest. My choice of a teacher to take this trip is:

Name.....

School.....

No. 3 ballots can be cast up to a time to be stated later.

Send ballots to Daily GAZETTE World Fair Editor.

Life occurred on the morning of October 28, 1892. Two freight engines came together on the Wabash river bridge and the shock broke out a span of the bridge. Two engines and four cars dropped into the river. Contrary to all railroad rules and state laws a west bound freight train was standing on the main track with the engine and several cars on the bridge, Engineer Flynn in charge. The incoming freight train was late and came around the curve at an unusual speed and plunged into the bridge, into the face of certain destruction. Engineer Flynn saw his danger and escaped. Allison's fireman jumped before the engine struck the bridge, but Allison stood by his post and went down with the crash. Several people stated they saw the engineer struggling in the water a moment after the wreck. He went down and was never seen again until yesterday morning. Hopes of recovering the body had almost been abandoned. The escape of Engineer Flynn was miraculous. He dropped down upon the stone pier just in time to escape the awful shock and cling to his small footing with desperation as the bridge span broke away but a few feet from where he hung. He heard the despairing cry of the unfortunate engineer as the span gave way and in a few moments escaped from his dangerous position more dead than alive.

Every possible means of finding the body was resorted to without avail and the theory is held by the coroner that the remains were held down by the wreckage and the spring freshet caused the timbers to wash down stream.

NAME THE WRECKAGE.

The Big Four company has contracted with a Chicago company for the removal of the wrecked engines from the river. Barges will be used to raise the wreckage and take the engines to the track from which point they will be taken up the bank upon a temporary track. The first steps will be taken soon. The barges and machinery will be brought up while the water is at its present height, but the divers cannot work at the wreck with the river at its present stage. This work will probably be delayed until June.

Amusements.

THE COUNTRY CIRCUS TONIGHT.

Tonight C. B. Jefferson, Klaw and Erlanger's great novelty "The Country Circus" will hold the boards at Naylor's opera house and it is safe to say the theatre will not be large enough to hold the people. Those who miss this performance will miss one of the treats of the season.

HOSE AND HOSE.

Since the reign of farce-comedy began there probably never has been gotten together a stronger company, both in

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The body was in fair condition considering the fact that it has been in the water for six months. The face and head was badly disfigured, it might have been from scalding or the action of the water. The body was incased in blue overalls and waist, such as is worn by engineers. On his person was found his silver watch and chain, a bunch of keys, a twenty-dollar bill and thirty-five cents in change. The watch was found to have stopped at 8:44, or twelve hours after the accident. The news of the finding of the body caused a great deal of excitement in the city. Many thousands of curious people visited the morgue yesterday. After the body had been identified the widow was notified of the recovery and the undertakers proceeded with the work of preparing the body for burial. While the general state of preservation of the remains were fair, the head and face presented a ghastly appearance. The face and forehead was blackened and the flesh gone in great pieces. Where the eyes had been were nothing but horrible blackened holes. On the lower limbs below the knee were marks made by some heavy weight. The bones were not broken but from the indentation it was supposed that a heavy timber had held the body down until yesterday. One of the car frames is said to have washed away a day or two ago and it is supposed that this frame has held the remains at the bottom of the river for so many months.

When the finding of the body was flashed to Allison's old home at Mattoon the excitement was even greater than at this point. The dead engineer was well known and universally liked at his home and his death was sadly felt. Yesterday evening a special train was run over from Mattoon bearing the widow and relatives and a committee of engineers and firemen. There were in the party Mrs. Allison, her father and sister and her ten-year-old son, and a number of Big Four officials. The scene at the morgue when Mrs. Allison first viewed the remains of her husband was extremely sad. She has suffered under a heavy load of anxiety ever since the accident. While she has never once doubted that her husband was dead she had continued to hope for the pitiful consolation of giving the remains a Christian burial. When she advanced to the side of the casket which held the remains her husband not a sound escaped her lips. After a momentary look she sank into a chair beside the casket and dropped her head in her hands while her body shook with convulsed sobs. The other relatives were also affected by the sight.

After the grief of the poor woman had worn itself out the arrangements were completed for the removal of the remains to Mattoon. The casket was taken to the station in the ambulance and the train started west. The funeral will occur tomorrow afternoon from the family residence. The funeral will be attended by a great many railroad men from this city.

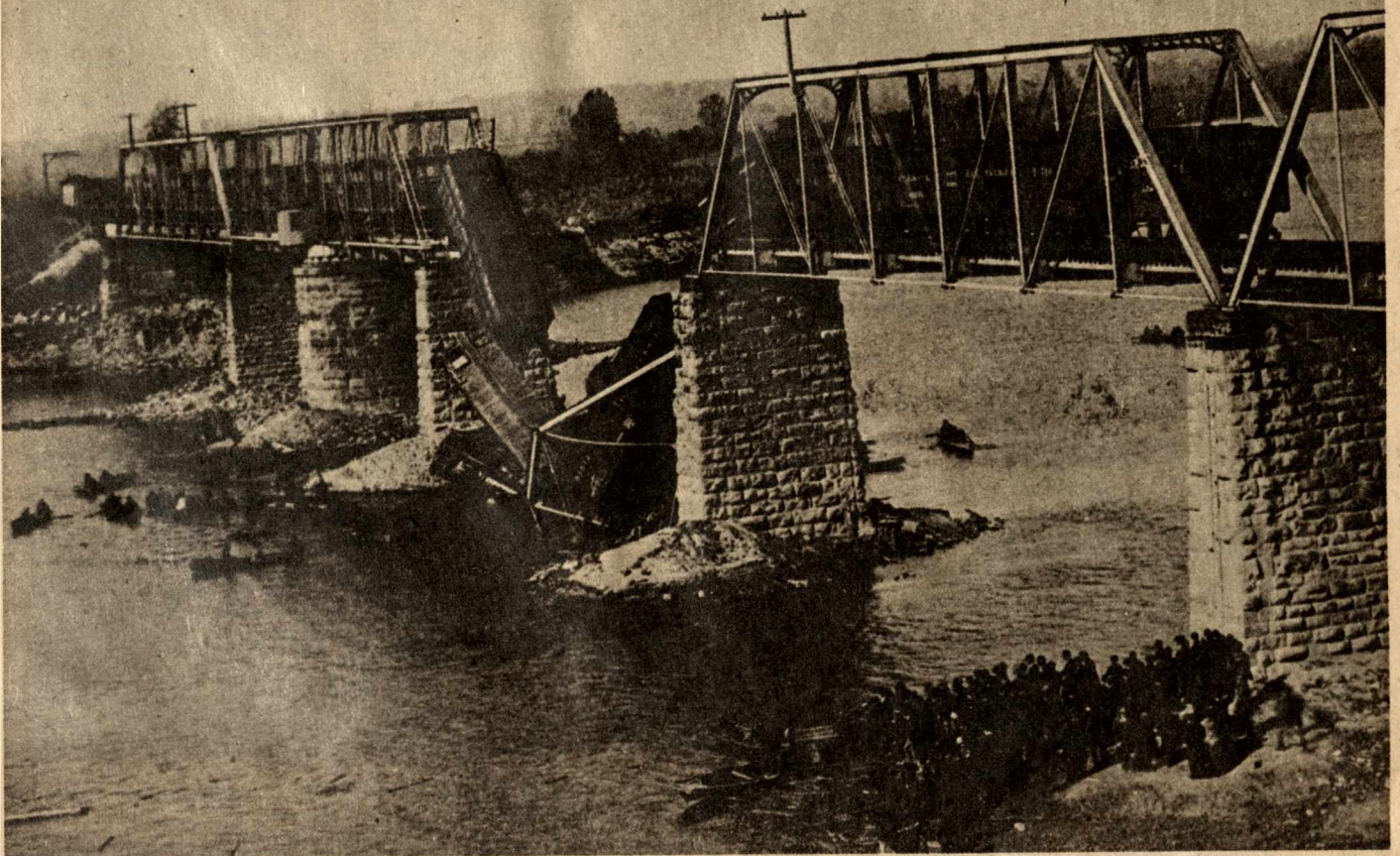
Wesley Allison was thirty-one years of age when life was cut short and had been an employe of the Big Four for twelve years. He left a wife and one child. He carried \$5,000 insurance with the Brotherhood of Engineers and \$2,000 straight life. She was unable to secure the insurance until the body was recovered. The Big Four company offered \$100 for the recovery of the body and the Brotherhood of Engineers did the same. The railroad company has given Mrs. Allison a pension of \$50 per month.

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RAISE THE WRECKAGE.

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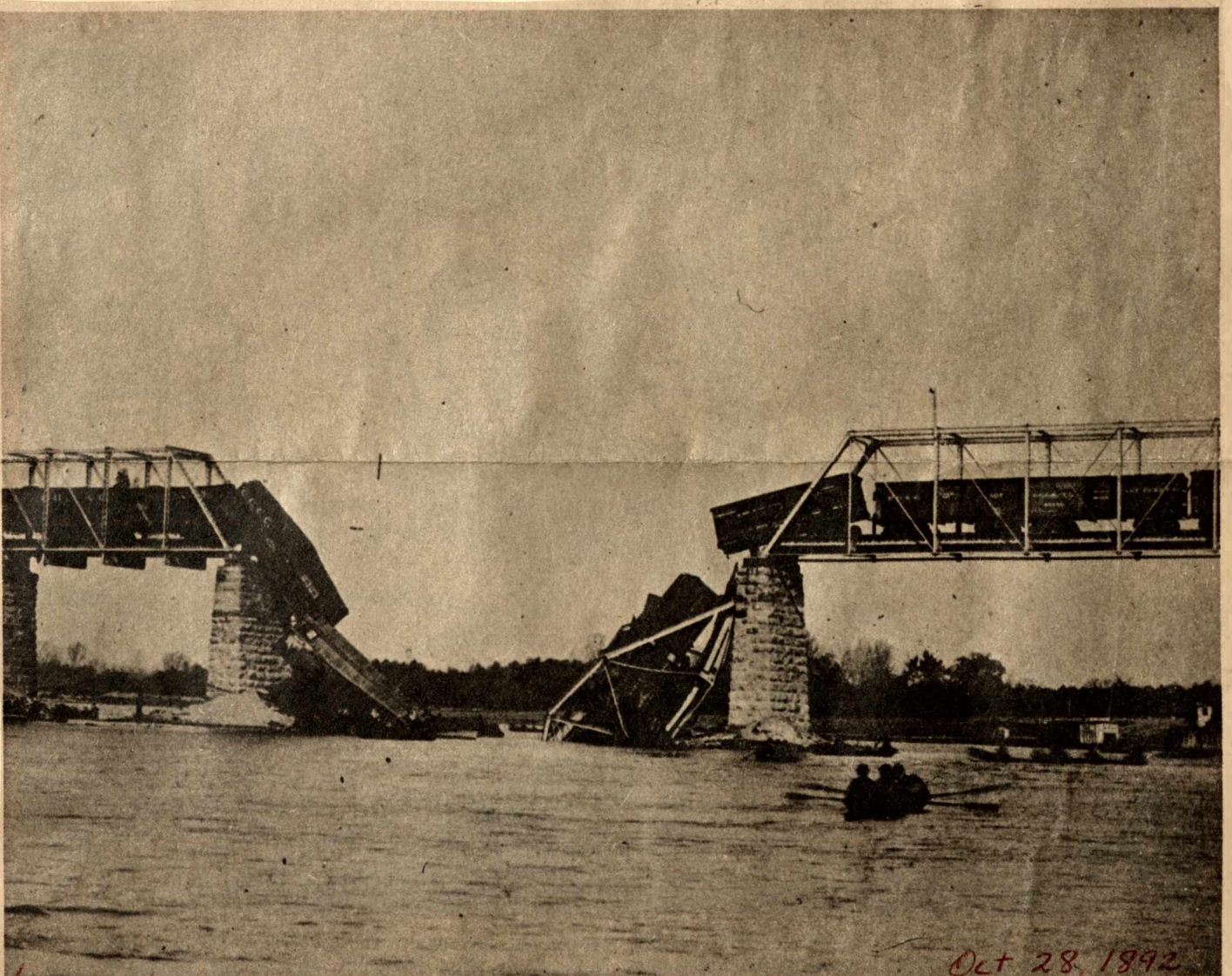
T. Nov 10, 1924

ANOTHER VIEW OF THE railroad bridge disaster, which occurred Oct 28, 1892.

Community Affairs File

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Oct 28, 1892

TR 10
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1974
SCENE OF RAILROAD BRIDGE DISASTER on the Wabash River at Terre Haute. The engine, still buried in mud, can be seen at low-water stage. This photo is the property of the Vigo County Historical Society.

Terre Haute Evening Gazette.

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TERRE HAUTE, INDIANA, THURSDAY, JULY 30 1896 8 PAGES

RAILROAD WRECK.

Further Particulars of the Vandallia Wreck at Walnut Fork.

MR. MCKENZIE'S BODY HERE

Taken to His Late Home on Liberty Avenue and Funeral This Afternoon—
Conductor Fowler's Remains Taken to Logansport.

The wreck on the Michigan division of the Vandallia yesterday morning in which three trainmen lost their lives, is the worst the road has suffered, not so much from a financial standpoint as from the loss of life. The Crawfordsville Argus gives the following more detailed account of the awful catastrophe:

"The engine had proceeded safely to the Walnut Fork bridge and had acquired considerable speed. Just as the bridge was reached, Engineer Bowman, who was leaning half way out of the cab window noticed that the track crossing the bridge had swerved considerably to the north. Seeing that the bridge remained intact, he with his fellow trainmen supposed that it was safe. In doing so however, they presumed too much, for the raging waters of Walnut Fork, which were rushing with tremendous force, had undermined the bridge, leaving the supporting timbers hanging to the rails. On to this death trap, the fatal engine with its crew rushed. The trestle work leading to the bridge from the south had been passed, when suddenly the engine swerved to the right and plunged headlong down into the raging current. The speed of the engine, however, carried it across the creek and the iron monster fell a complete wreck on the north bank amidst a mass of dirt and timbers.

"Joseph Whalen, who lives in close proximity to the bridge was awakened from his sleep by the terrible crash and hastened immediately to the spot. Hearing the cries of the crushed, mangled men, but realizing he would be able to render no aid by himself, ran to the home of Allen Robinson, who lives on the Darlington road just south of the trestle. Messrs. Robinson and Whalen securing lanterns, rushed across the fields to the scene of the ghastly sight. On reaching the scene they beheld by the lantern's dim light, a man standing a few feet from the engine to the north evident in a dazed condition. It proved to be engineer Bowman. When questioned, he was unable to state how he got there, or how he got out of his engine. He escaped without a cut or bruise and besides being badly stunned was none the worse for his perilous adventure. Fireman Hibber was found lying on the cab of the engine dead. His feet were hanging over the cab; his arms outstretched and his countenance the very picture of agony. His body was taken from the cab and placed on the ground, and the search for the remaining unfortunates, continued. Roadmaster Brothers, was next found a few feet down the creek. He had jumped out of the engine, when it struck the ground, and catching some floating timber drifted down the stream. Fortunately he was close to the bank and grabbing a small tree pulled himself out of the water onto the bank. After reaching the bank, he sank down to the ground and his cries for help brought Messrs. Whalen and Engineer Bowman to the scene. He

time for any one to escape.

"We had gone out to look at the track," said Engineer Bowman. "Orders had been sent out to be very careful, as there had been heavy rains north and the track was in an unsafe condition. We took on Road Supervisor Brothers at Crawfordsville. He had been south with a hand car, inspecting the track, and when we brought our train into Crawfordsville he told us to enquire from the train and run on ahead and see how the track was at Walnut Hill. As we went up the track we found several bad places, but Mr. Brothers said it was safe for trains to go over and we went on. Finally we struck the bridge. The water was high but when we went on to the structure everything looked safe. When fairly on the bridge, however, we all realized that the track was out of line.

"But it was too late then. We were but a hundred yards from the spot and running at a speed of twenty miles an hour, and it would have been impossible for us to stop. At the point where the accident occurred I noticed there was a sharp curve in the track and knew at once that something was wrong but we were in for it in case the bridge was going to break down there was nothing to do but to slow up and trust to luck to carry us over. At that time Road Supervisor Brothers was sitting on the fireman's seat. I was in my own place and Conductor Fowler and Fireman Hibber were standing in the cab. Brakeman McKenzie was sitting on the pilot of the engine. I remember seeing him shift his position as the engine went on the bridge. Like others, he saw the sharp curve in the track, but he knew we were destined to run over it and be, therefore, made no sign.

"Well, we ran to the curve in the track and the bridge went down with us. I can't describe the sensation, the whole thing was over so quick. Of course we left the swerve of the engine as she made the turn, but that was all. The bridge simply fell and we fell with it. There was no time to jump, no time to try; it was simply crash, and you were down on the bottom. No, I heard no screams; in fact there wasn't time for anyone to scream. One thing I shall never forget, however, is the way Brakeman McKenzie looked at me. He had been sitting on the pilot and when we broke through he must have caught on the timbers, for when we struck and I found I was not hurt I climbed out of the front window. There on the running board lay McKenzie. His head was almost against the window and all looked at him. It seemed to me he opened his eyes and tried to speak. I was badly scared and went on over the engine and stood on the bank. When I realized I was not hurt and that all the damage was done that could be I went back. But the brakeman was dead. He was horribly bruised. His face was cut in half a dozen places and you could see his teeth through the cut in his jaw. He was carried to the bank and a search was made for the conductor.

"The engine fell on the north side of the stream and but the rear part of the engine proper was in the water. Between the tank and the engine was found Conductor Fowler. In my opinion he was drowned. His legs were fast and his body under the water. There were no marks to show that he had been killed in the fall. My fireman, Hibber, was found fifty yards down the stream. His body was lodged in a mass of drift wood and there is a possibility that when he fell with the engine he was not dead. One of his arms was wound about a piece of bridge and it is the general belief that when he fell, badly hurt, he caught hold of a piece of the bridge and there died.

"I wish to deny a statement which appeared in a Crawfordsville paper today. It was said I saw there was likely

tern's dim light, a man standing a few feet from the engine to the north evident in a dazed condition. It proved to be engineer Bowman. When questioned, he was unable to state how he got there, or how he got out of his engine. He escaped without a cut or bruise and besides being badly stunned was none the worse for his perilous adventure. Fireman Hibber was found lying on the cab of the engine dead. His feet were hanging over the cab; his arms outstretched and his countenance the very picture of agony. His body was taken from the cab and placed on the ground, and the search for the remaining unfortunates, continued. Roadmaster Brothers, was next found a few feet down the creek. He had jumped out of the engine, when it struck the ground, and catching some floating timber drifted down the stream. Fortunately he was close to the bank and grabbing a small tree pulled himself out of the water onto the bank. After reaching the bank, he sank down to the ground and his cries for help brought Messrs. Whalen and Engineer Bowman to the scene. He said that he was hurt, but could not tell how much. He was brought to his home at an early hour, where he is now resting quietly. No bones are broken and it not thought that he is seriously injured.

"The search for the conductor and brakeman was continued in vain for two hours; nothing could be seen of the men and it was supposed that they were buried beneath the engine. Just as they were about to give up further search until morning, they heard cries and moans coming from down the stream. A boat was secured and drifting down the stream they presently came upon a pile of timber lying near the west bank and there by the faint flashes from the lanterns they saw a man writhing and tossing in the utmost agony. His screams for help were heartrending, and upon investigation the man proved to be Brakeman Chas. McKenzie. He was suffering from terrible wounds in the back of the head and shoulders and died before his body could be removed. He spoke a few words to his rescuers and then fell dead in the engineers arms. His body was taken over to the scene of the wreck and placed near the lifeless body of Fireman Hibber. The finding of McKenzie's body infused new hope into the rescuers and they started out again to find Conductor Fowler imbued with the idea, that he may have floated down the stream and safely reached the bank. The rescuers went down the stream for over a mile, but were unable to find anything of the missing man. Whether he is buried under the engine or washed on down the stream, it is impossible to tell. Undertaker Barnhill arrived on the scene at an early hour and the dead bodies of the brakeman and the fireman were brought to this city. The wreck is the worst the Vandallia has suffered, not so much from a financial standpoint, however, as from the loss of life.

"Conductor Fowler, who was unable to be found this morning, was located shortly before noon, pinned down between the tender and the engine. His body is under four feet of water and is wedged in so tightly that it will be impossible to extricate it until the engine and tender can be separated. The body of Conductor Fowler was taken from the wreck at 3 o'clock in a badly mangled condition and brought to the city.

ENGINEER BOWMAN TALKS.

Engineer Bowman, one of the two persons on the ill-fated train which escaped with their lives arrived in the city last night and at the depot was met by a large crowd of friends who congregated about him and congratulated him on his miraculous escape from the grave. Aside from a few bruises on the neck and breast, which he had bandaged up with his handkerchief he was all right. He gives the following account of his experience, which he will never forget.

"The train was running at a speed of about twenty miles an hour when the bridge went down and there was no

was not hurt and that all the damage was done that could be I went back. But the brakeman was dead. He was horribly bruised. His face was cut in half a dozen places and you could see his teeth through the cut in his jaw. He was carried to the bank and a search was made for the conductor.

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"I wish to deny a statement which appeared in a Crawfordsville paper today. It was said I saw there was likely to be an accident and hoping to avoid it put on all steam in an attempt to get over in safety. This is absolutely untrue. I saw the curve in the track, but knew we could not stop. I therefore reversed the engine and applied the air. Mr. Brothers undoubtedly remembers this. I knew that if we got over at all it would be while running at a low rate of speed, for the track was badly out of line. I am of the opinion, in fact I am sure, that the engine took to the ties after striking the curve and then went through. I remember the jolt just before the crash came. I'm not hurt much and I'm mighty glad to be able to say so. It was the worst experience I ever had and one that I don't want to have again."

REMAINS BROUGHT HOME.

The remains of Brakeman Charles A. McKenzie, who was killed in the wreck at Walnut Fork, were brought to this city on Train No. 11 last night and taken to his home on Liberty avenue between Fifteenth and Sixteenth street. Engineer Bowman and Rear Brakeman Roberts also came here on the same train. Conductor Fowler's remains will be taken to Logansport for burial.

McKenzie is a married man and leaves a wife and one child but a month old. He is a member of the Knights of Pythias and this order took charge of his remains. The funeral took place from his late residence this afternoon at two o'clock and was largely attended.

UNION RAILROAD MEN TO MEET.

On August 22 and 23, a meeting of the Union railroad men, which includes the operators, firemen, engineers, switchmen, trainmen and conductors will be held in this city. The business session will be held on the first day and on the second day a mass meeting and public speaking will be held at Harrison park.

MELONS DAMAGED.

Evansville Journal: "Mr. A. G. Johnson, of the P. D. & E. railroad, states that the recent heavy rains have damaged the water melon crop very greatly."

EXCURSION HATE TO PANAMA.

The "Big Four" will give an excursion rate to Panama on August 6th on account of the annual picnic of the Modern Woodmen. The fare will be one rate for the round trip, \$3.35.

NOTES.

Tom Orndorff, Jr., Vandallia brakeman, fell off a passenger train at Knightsville, Ind., last Thursday night, from which he sustained several bruises about the head and body, detaining him from work.

On account of the picnic given by the Modern Woodmen of America at Panama, on August 6, the Big Four will run an excursion to that point at half rates for the round trip.

J. H. Allen, of this city, was made a member of the state committee representing the Fifth congressional district at the state Republican convention yesterday.

THE HAUTE EXPRESS.

WEDNESDAY MORNING, JULY 29, 1896

ENGINE WENT DOWN.

BAD WRECK ON THE T. H. & L. DIVISION OF THE VANDALIA.

Engine Went Through a Bridge Near Crawfordsville With Almost the Entire Train Crew.

SUPPOSED THAT ALL MET DEATH.

CONDUCTOR, ENGINEER AND FIREMAN LIVED IN TERRE HAUTE.

Wreck Train Despatched to the Scene Last Night—Impossible to Get Particulars of the Accident.

Through freight train No. 66, which left Logansport yesterday evening at about 8 o'clock with Conductor Fowler and Engineer Bowman in charge, went through the bridge over Walnut Fork, two miles north of Crawfordsville, about midnight. The engineer, fireman and conductor were killed. The engineer and conductor were residents of this city.

The train reached Colfax in safety. Owing to the high water and the bad condition of the track the crew cut of the engine, No. 125, at Colfax, and were feeling their way over the track for washouts and bad bridges. When the crew reached Walnut Fork the bridge gave way and the engine went down with a crash.

The engine carried down with it the conductor, engineer, fireman and brakeman. It is not known whether or not the brakeman escaped. One of the train crew walked to Crawfordsville and told the story of the wreck. The report was at once sent to the operator at this place. The dispatcher ordered the operator at Crawfordsville to take a hand car and proceed to the scene and secure reliable information concerning the wreck. He also immediately notified the officials of the division and then ordered a special train to carry them to the scene of the disaster. The wrecking crew was about leaving as the Express went to bridge. The train was about to leave.

Howman was at the throttle and Fireman Herbert was at his side when the ill-fated locomotive went down. Conductor Fowler had received orders to proceed with great care from Colfax to Crawfordsville on account of the dangerous condition of the track. He was obeying orders when he lost his life.

In accordance with his instructions the engine was detached from the train at Colfax. The conductor boarded the locomotive with the fireman, engineer and brakeman. They then started south to inspect the track.

But meager particulars were received here last night and but little is known of the awful accident. The name of the brakeman could not be learned, but it is said he too was a resident of Terre Haute. The bridge over Walnut Fork is very high and when the engine left the track it must have been a straight plunge to death. The structure had always been considered a staunch one, but it was supposed the timbers have been weakened by the heavy rains which have prevailed in that locality. Walnut Fork is a small stream which ordinarily can be easily forded.

Terre Haute Evening

SEC 2ND
EDI 2ND TION.

TERRE HAUTE, INDIANA, WEDNESDAY, JULY 29 1896 8

A BRIDGE BREAKS.

Bridge Over Walnut Fork on the Logan Road Near Crawfordsville.

ENGINE PLUNGES HEADLONG.

Conductor R. D. Fowler and Brakeman Charles A. McKenzie of This City Among the Killed.

A wreck occurred two miles north of Crawfordsville on the Michigan division of the Vandalia at one o'clock this morning in which three men, Fireman John Heiber, of Logansport; Conductor R. D. Fowler, of this city, and Brakeman Charles A. McKenzie, also of this city, lost their lives. The first report sent out and received by the operators of Division Superintendent F. T. Hatch's office was that Engineer Frank Bowman, also of this city, living at 846 Chestnut street had been killed but later reports say that he escaped without a scratch.

The engine that figured in the catastrophe was No. 125 and hauled through freight train No. 60, which left Logansport at eight o'clock for this city. The crew had been instructed to look for washouts and damaged bridges and were examining the way when the wreck occurred. Storms washed out portions of the track all along the Michigan division and trains all day yesterday were delayed.

Fearing that portions of the track would be unfit for a train load of cars to pass over, the cars of the train were left at Joliff and engineer Bowman, Fireman Heiber, Brakeman McKenzie, Conductor Fowler and Roadmaster J. S. Bapther mounted the engine and started out, feeling their way for washouts or disabled bridges.

All went well until Walnut Fork was reached. The bridge looked from the cab as if it would be safe to cross over and the engine kept moving. After going but a short distance the bridge gave way and the engine and crew went down with a loud crash.

About one hundred feet of the track is broken. The cause of the bridge giving way is that the high water had undermined the pier supporting the bridge, but had not given away. It still remained in its old position until the heavy load of the engine came on when, unable to support such weight it gave way with the above results.

The Crawfordsville dispatchers received orders a few moments later to get a hand car, go to the scene of the wreck and learn the particulars. The wreck crew was also ordered out and left but a few moments after the order was sent out. This morning at nine o'clock another crew left to assist in repairing the damage.

Passenger trains will be run the same as before and until the repairs have been made the passengers will be transferred across the broken bridge.

The escape of Engineer Bowman and Roadmaster Brothers is considered miraculous for they were all in the same cab and all went down together. One of the uninjured ones as soon as he could extricate himself from the perilous position went to Crawfordsville and notified the operator, who immediately wired the local office.

CORNELIUS JUNIOR TO GO TO SE. ROPE

Changes His Mind and Follows His Father's Wish.

New York special—When Cornelius Vanderbilt first realized the infatuation of his son, Cornelius Vanderbilt, Jr., for Miss Grace Wilson, it is said, he suggested a European trip to cool the ardor of his son's love. But young Vanderbilt refused to go, although he well understood that his health demanded it.

It became known today, however, that the young man had changed his mind, and that as soon as his strength permits he will go to the other side. While he has not yet relaxed his attentions toward Miss Wilson, he will desert her side temporarily, and take a long trip.

Cornelius Vanderbilt Sr., who is at Newport, is improving steadily. He is now able to stand on his feet, and all danger as far as his recent illness is concerned is passed.

DEATH LIST INCREASES.

Fifteen Dead as a Result of the Western Pennsylvania Storm.

Pittsburg, Pa., July 29.—Details of death and devastation from the western storm which swept over western Pennsylvania Monday night continue to pour in. Four more drownings are reported and another victim of the recent Grove accident is not expected to survive the day. This will make the death list fifteen including the seven drowned at Coal.

The latest victims were John Whalen, aged 15 years, drowned near Woods Run, Allegheny; Mine Calico, an 8-year old Italian girl, drowned in Pine Creek near Wood.

Unknown Mine, reported drowned at Guffey's Hollow, near Pittsburg, Pa. Unknown Italian, reported drowned at Coalition, Pa.

George Miller, crushed by a falling log at Sugar Grove Camp, near Logansport, physicians report that he cannot survive.

The damage to property was particularly heavy in Westmoreland and Erie counties, and will probably reach millions of dollars.

WRECK AT CRAWFORDSVILLE.

The Catastrophe on the Michigan Division.

Crawfordsville, Ind., July 29.—The first report of the catastrophe on the Michigan division of the Vandalia at one o'clock this morning in which three men, Fireman John Heiber, of Logansport; Conductor R. D. Fowler, of this city, and Brakeman Charles A. McKenzie, also of this city, lost their lives.

The first report sent out and received by the operators of Division Superintendent F. T. Hatch's office was that Engineer Frank Bowman, also of this city, living at 846 Chestnut street had been killed but later reports say that he escaped without a scratch.

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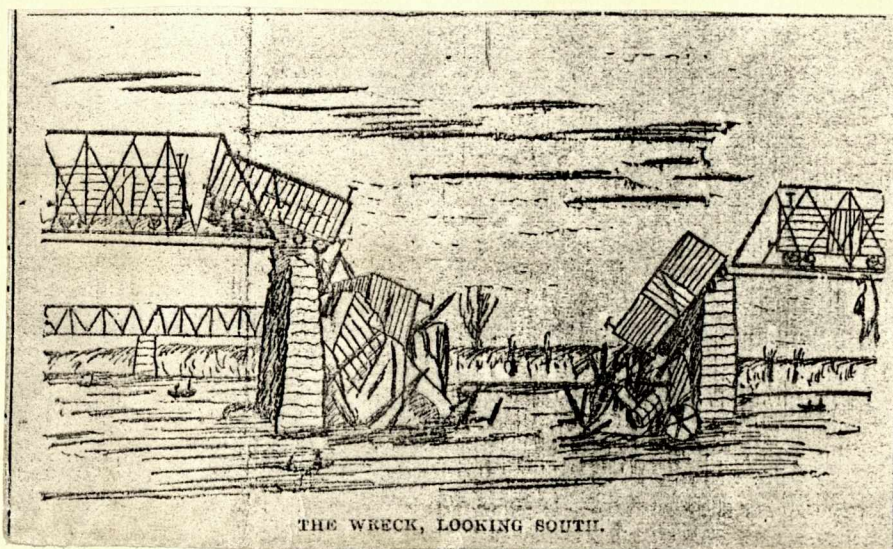
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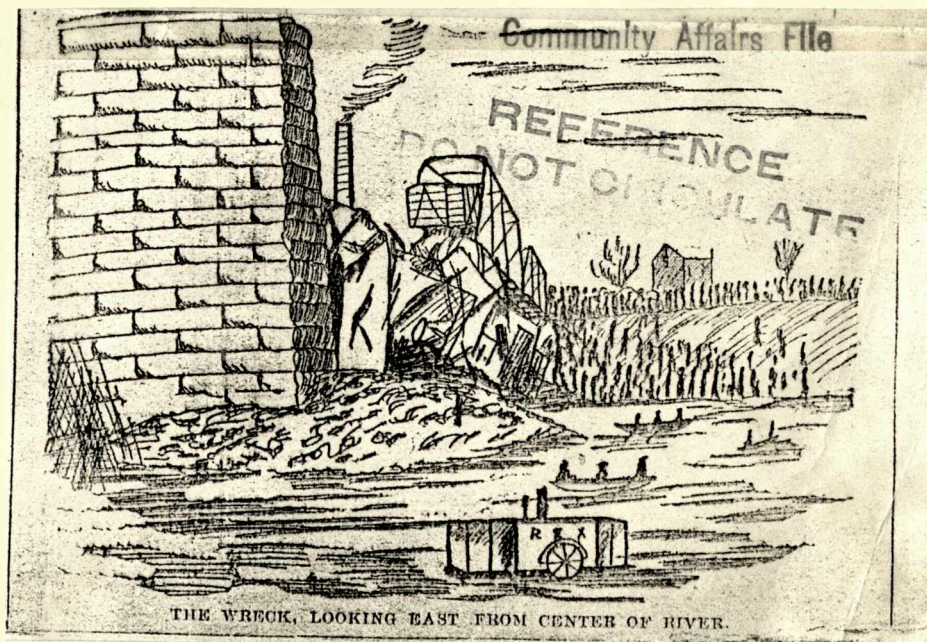
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October 29, 1892

1.



THE WRECK, LOOKING SOUTH.



THE WRECK, LOOKING EAST FROM CENTER OF RIVER.

OCTOBER 29, 1892. 7
DISASTERS

DOWN IN THE WABASH.

A Collision of Freight Trains on the Bridge Early Yesterday Morning.

TWO ENGINES AND SEVEN CARS.

A Span of the Big Four Bridge Gives Way Under the Shock—Thousands of Sightseers.

Perhaps it will never be known why the fast, express stock train on the Big Four ran into a freight train standing

on the river bridge yesterday morning, causing the loss of one life and not less than \$30,000 damage. The one life lost is that of Engineer Wesley Allison and he alone could have explained why the train was not stopped.

No. 42 is a fast stock train from St. Louis, carrying live stock and perishable freight. Yesterday morning it came down the five mile grade to the bridge at a terrific speed. It was flagged because a freight train headed westward was standing on the bridge but Engineer Allison did not stop his train and with tremendous force his engine, No. 341, struck No. 320, which was standing on the draw, forcing

it and the train of freight cars behind it back ninety feet when the presence of another train still behind caused the two engines to rise into the air and fall partly sideways. The great weight striking the rods of the bridge broke them and the span gave way. The two engines fell with it and pulled down with them six cars, three empty ones of the west bound train and three loaded ones of the stock train. Whether Engineer Allison went down with his engine or jumped into the river is not definitely known. It is said that he was seen floundering in the water below the bridge but that by the time boats arrived at the spot he had disappeared.

Those who saw the collision say the spectacle was grandly appalling. There was not as much noise as might

have been expected but the escaping steam and flying debris gave the impression that the entire bridge was wrecked. Quickly following the noise of the wreck the bellowing of the imprisoned cattle had a horrifying effect on all who heard it.

The first reports were that several lives had been lost. It was said that a man in charge of the cattle was last seen on the part of the train that went down. It was also thought that at least two of the men of the train crews were in the wreck. Engineer Flynn, of No. 47, was known to have been on his engine but he soon appeared, apparently crawling up on the bridge. When he realized that a collision was inevitable he climbed down from his engine and found safety on one of

the stone piers. There he clung while the engines and cars went to the water thirty feet below. A brakeman on his train ran back on top of the cars to one which stood on the approach to the bridge when he jumped to the ground a moment before the collision. The stories of the escape of others in danger is told by themselves below.

Engineer Flynn had taken his train on the bridge to make room for a local east bound freight to get off a siding. When he saw the stock train coming he tried to back his train but a switch engine and the local freight were in the way and he and his train were caught in a trap. It was when he realized this to be the situation that he left his engine. His fireman, Woods, was at a restaurant near the depot eating breakfast when the accident happened.

There were pitiful scenes with the cattle during the morning. One animal was suspended from the track.

Others were jammed in a car that stood on end, resting against the west pier of the broken span. This car was toppled over later in the day while yet some of the cattle, with broken limbs, were alive and moving in their misery. A few were extricated soon after the collision and reached the shores of the river. The three cars of cattle that went down were shipped by Nelson, Morris & Co., of East St. Louis to Cleveland. The car of poultry was destined for Arthur Jordan, poultry house at Indianapolis.

The news of the accident went over the city in a short time. By 10 o'clock the banks of the river were alive with people but in the afternoon the crowd was the largest. It is estimated that not less than 10,000 people visited the scene during the day. In the afternoon

Vigo County Public Library

a strong wind filled the air with dust and if you see any one with inflamed eyes to-day you may know that he or she was on the river bank. During the afternoon the people were interested in the work of the wrecking crews removing the cars remaining on the bridge on both sides of the broken span.

General Superintendent Peck arrived from Indianapolis on the morning Vandalia train and assumed direction of the work of repair. H. M. Waite, engineer of maintenance of way of this division, was present during the afternoon. He said that as soon as he can get one of the locomotives moved out of its present position it will not take long to provide a temporary span so that traffic may be resumed. Engine No. 320 was out of sight and No. 341 was only partly above the water surface. So complete was the destruction of the seven cars and two engines that no one could tell by looking into the river between the two piers whether there were two cars or ten, or one engine or two.

The bridge is a comparatively new one. The spans, except the draw, for material, cost \$7,000 each and the draw \$9,000. The total cost of the bridge was \$85,000. It is of the truss pattern and was erected by Maurice & Kellogg. The span carried away was erected in 1884. The draw was put in in 1885. Other spans are not older than 1887. Superintendent Peck stated last night that the damage to the equipment would exceed \$20,000. All perishable freight will be shipped via Marshall over the Vandalia until the road can be repaired for use. The Vandalia is also used for passenger trains.

FIREMAN SOUTH.

He Gives a Vivid Description of the Approach Toward the Bridge.

C. P. South, fireman on the east-bound stock train under the ill-fated Engineer Allison, gave his account of the accident as follows: "I can't say much about it, as it is very hard to remember anything that happens under excitement. I find it impossible to tell exactly how, for we were away from the bridge when I noticed the flagman running toward the west end of the bridge, trying to get off. We were quite a distance but my eyes were on the engine standing on the track ahead of us at the time and didn't notice the distance. We were running at a fair speed, how fast it would be difficult to say as opinions would differ on that. An old railroad-er would say perhaps twenty or thirty miles per hour, while an inexperienced man would think we were running at

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fifty or sixty. We had not been working steam for five minutes or more as it was down grade. I knew we were going to strike quite a while before I jumped. I told Allison I was going to jump and told him to do so too. He came out on the tender when I was standing and I thought he was going to jump. But he went back in the cab. I stayed with the engine as long as I thought it was safe. Just within a few feet of the entrance to the bridge, I again told Allison to jump. He never answered and I sprang off, and fell near the track. My head was on one of the ties or very near it when I came to my senses. I got up and ran on to the bridge and found engineer Flynn of the other engine crawling out from an abutment underneath the bridge. We both got up on a car standing on the bridge and saw engineer Allison floundering in the water. I called two or three times to the people

who live on the east side of the river to get out a boat quick; but they were two long, as it seemed to me, and Allison had disappeared from sight before they reached where I had seen him last. Flynn and myself got into the boat and started across the river. I saw my pants, which I had taken off to put on my working ones, floating in the water. I fished them out and went to the water works engine house where I dried them out. There was \$12 in money and a ring in the pockets. Two dollars in silver and the ring were in one pocket and a \$10 bill in the other. The \$10 was safe, but the silver and ring were gone. I have been on the road since July and this was my second run under Allison. I have been on this run three times, the first time I was not with Allison. On the road down Allison was telling me that he never was in a collision in his life and had never been laid off, not even once, by the company for any misdemeanor. I would not say who is to blame for the trouble. I know who I would blame, but I wouldn't tell even the president of the road. I am glad there was only one killed, and I am awful sorry for poor "Skeet." He was a good man and knew his business. He was very quick in his movements, and I can't understand why he didn't jump when I did. His reason, I suppose, will never be known."

CONDUCTOR STURGEON.

His Story of the Collision—Allison Failed to Whistle.

and other freight from St. Louis. I know Allison, who was killed, as I live in Mattoon where his family is. He is married and has one child, a boy, 10 years old. I had two brakemen with me, Judy and Harth, and the stockman, Thos. O'Neil, of St. Louis, who was with his load of stock, was also on the train with us. I know the road well and when we came to the whistling post, the engineer failed to whistle, and noticing that he failed to apply the air to the brakes, I sent out Judy to put them on. Harth already being out I came out of the caboose to help, but we were near the bridge at the time, and I took the situation in at a glance. I crawled back into the caboose as quickly as possible and jumped off at the hind end. I saw Harth jump, but Judy and O'Neill, the stockman, remained on and were uninjured. I went to the assistance of Harth, who I saw was hurt. I lifted him up and made him easy until a buggy was secured and he was taken to St. Anthony's hospital. I sent a flagman back on the west end as soon as I had my thoughts collected. After that I went and examined the wreck. I found eight out of the twelve cars standing on the track with the brakes set solid. We had twenty cars, fourteen of them having the automatic air brake equipment and twelve of them in working order. Thirteen of the cars were loaded with stock and the rest contained perishable freight. I cannot understand why Allison did not put on the air. He must have been asleep or on the curve side of the train. If he was the fireman was not attending to his duty, as there was plenty of time to check the train. I cannot understand why he did not blow the whistle at the regular place, as it is according to rule to do so, and also to slack up a little. We were running at a fair speed as we were a little behind and anxious to get in ahead of the Mattoon passenger which was due here about twenty minutes from the time of the accident. I feel sorry about "Skeet" as he was always in good spirits, and knew his business. I saw him in the cab when the engines struck and was standing at the curve side of the track. The cab was knocked off when the engines struck, and turned over when it struck the water. I do not think he was caught in the wreck, but was stunned by fall-

ENGINEER FLYNN.

He Tells of His Thrilling Experience on the Bridge.

Engineer Flynn, of the extra 47, tells of the accident as follows: "We had pulled upon the bridge to make room for the local to make a siding and expected to back on to a siding as soon as possible to let No. 42 pass. We knew the stock train was several hours late and had sent a brakeman on to flag her. He was still on the bridge when No. 341 came in sight around the curve. I whistled and Allison sounded for brakes once, but his train did not check. He was running very fast. I was there saw no chance to escape a collision so I did the next best thing, looked out for myself. I crawled down on the stone pier just below us and not a moment too soon. I had barely reached there when the crash came. I do not know what the trouble was. Allison had room to at least check the speed of his train. Either the fireman neglected his work or the brakes refused to act."

BRAKEMAN HARTH.

He Was on Top of the Train Near Allison's Engine.

J. E. Harth, the front brakeman of the train, says that he was on the west end, had his ankle

sprained and was fortunate in getting off with no worse injuries. This was his third trip on Engineer Allison's train. He said that the train left Mattoon at 3:40 yesterday morning and arrived at the bridge some time before 7 o'clock. The train was a stock train and was scheduled to make a fast run. They had to hurry, he said, to get out of the way of No. 2, the passenger train, which was following them. The only time the engineer whistled was about a mile and a half from the bridge coming around a curve. He was on the third car from the engine and they were coming at a fast rate of speed. When they got near the bridge he saw them pass a man with a flag. He started to set the brakes but when he saw the engine standing in the center of the bridge he jumped from the top of the stock car landing half-way down the embankment at the side of the track and from there rolling into a barbed wire fence. He heard the crash of the collision and heard the engineer give one yell and that was all he could tell of the collision. The flagman and the rear brakemen helped him up the embankment and a local freight brakeman rowed him across the river in a row boat and brought him to St. Anthony's hospital.

October 29, 1892

DISASTERS (W.V.)

EYE WITNESSES.

Section Hands at Work Near the Bridge
Tell Their Story.

Three of the company's section hands who were working on the track near the bridge tell the story of the accident as witnessed by them: "It was horrible to think of the way those two engines came together in midair. When the west train was noticed coming down the grade, it was certain that a collision would occur. Flynn was trying to back his engine out but there was a switch engine close against him and it seemed he could not move an inch. One of the brakemen was on top of a car near the engine on Flynn's train and he took a race for his life back over the cars and jumped off. The stock train came around the curve at a high speed, and struck with a terrible crash. She was going at such a rate as to knock the standing engine three car lengths at least, piling itself on top. In an instant a swaying mass of iron, coal and freight cars was piled in a heap when the second crash came by the bridge giving way and the debris was hurled into the chasm below, followed by a cloud of dust and steam. The sight was appalling, commingled with the hissing of escaping steam and the bellowing of the injured cattle."

Engineer Allison.

Allison was 31 years of age and lived in Mattoon, where he leaves a wife and a 10 years-old son. He was on the Indianapolis division of the I. & St. L. for the past eleven years, the first three as a fireman and the last eight as engineer. He owned property in Mattoon, where he has lived for the past twelve years, and was a man of regular habits. Last evening a special car containing friends and members of the Brotherhood of Locomotive Engineers arrived here from Mattoon. They offered to render any aid possible. Mr. Allen Tobey, of this city, is a nephew of Allison.

The police and others were dragging the river last evening for Allison's body.

Nine of the cattle cars were hauled back to Paris and brought around over the Vandalia.

A diver was employed yesterday but his nerve failed him when it came to going down in the wreck.

The Vandalia engineers are required to bring their trains to a full stop before moving on the bridge.

Both trains were hours late. No. 47 was due here at 11:30 the night before and the stock train at 1:41 a. m.

There are many persons who have noted with alarm the custom of running trains over the bridge at a high rate of speed.

The river boat Diana was working last night clearing the freight and debris out of the river at the scene of the accident.

The Brotherhood of Engineers, of which Allison was a member, raised a sum of money among the members here to aid in the search for his body.

In an hour after the accident the company had tapped the wires at the east end of the bridge and an operator placed there to handle road messages.

A number of the cattle that were thrown into the river imprisoned in the cars, were fastened in the wreck and had to be shot to put them out of misery.

One of the powerful steam derricks belonging to the C. & E. I. has been secured by the Big Four to enable them to clear the wreck out of the river as quick as possible.

FORMER WRECKS.

The Fall of the Wagon Bridge Years Ago
—Collisions West of the River.

The catastrophe of yesterday recalls a number of other accidents of a somewhat similar nature that have happened near this city in former years. On Saturday, October 3, 1863, a party of six or seven girls started to go over the river to get some pecans. They had gotten to the draw of the wagon bridge when they were met by a drove of cattle which were being driven across. This section of the bridge suddenly gave way and the whole party were drowned. Two of girls drowned were Nannie and Missouri Miller, aged respectively 13 and 17 years. They were the daughters of Henry Miller, who is well known on Wall street.

Several years ago, about Christmas, a freight train broke in two and came together again near the west end of the I. & St. L. bridge. The engine and a large number of cars were thrown off the track and rolled down the embankment. A special track had to be built up the embankment before the engine was got back on the main track.

The collision on the Vandalia on a trestle about fourteen years ago in which Engineer Rankin and Fireman Sanders were killed is well remembered.

THURSDAY, MARCH 1 1900.

TERRE HAUTE, INDIANA.

THIRTY-SIX CARS WENT DOWN IN WRECK

All Were Loaded and The Total Damage to The Big Four Will be at Least \$100,000.

Superintendent W. M. Duane, of the Big Four, said today to a Gazette writer:

"We put a hundred men to work repairing the broken span of the bridge today and we will put another shift of another hundred on tonight. We expect to have the span repaired so that

Charles Baldwin, who has boats to rent on the river bank, and his wife tried to stop the train, as they noticed it was swaying to and fro, but they were not in time to do it, although they tried to do so.

BIG FOUR OFFICIALS HERE.

The following Big Four general officials arrived last night and at once assumed personal charge of the wreck and the repair of the bridge:

General Manager C. E. Schaff, of Cincinnati, who came in his private car.

Chief Engineer G. W. Kittredge, of Cincinnati.

Superintendent W. M. Duane, of Mattoon.

Trainmaster G. M. French, of Mat-

toon. Cairo division has a pile driver on the other side. Wreckmaster Gorman and thirty-five men arrived from the Mattoon division.

A rumor that some tramps who were stealing a ride went down with the wreck is not verified.

SUPT. DUANE'S STATEMENT.

Superintendent Duane said: "The pier which gave way has been standing for nearly thirty years, and to all appearances was as good as the day it was put in. The manner in which it was undermined precluded all possibility of its condition being discovered in time to avert the accident. The water had sapped the foundations far down below the water line and until the weight of the train disclosed the fact that the structure was unsafe we had no knowledge of it."

CONDUCTOR SHORT'S STORY.

L. E. Short, of Mattoon, was the conductor in charge of the ill-fated train and was riding in the caboose with the brakemen when the bridge gave way.

The brakeman, with rare courage and presence of mind, sprang out on the platform and set the brakes, his action preventing the dozen or more cars now standing on the track from plunging into the river with the rest.

Conductor Short says there were forty-nine freight cars in the train and all fell into the river except thirteen. The conductor jumped as soon as the brakes were set and the brakeman did likewise, both escaping without a scratch.

Conductor Short is beginning to think he bears a charmed life, as he was in a smash-up a week ago today and came out unhurt. He was riding in his caboose, the same as yesterday, when a wreck occurred, in which his car was totally demolished. Short jumped for his life and stood by while his

from one side to the other igniting the cotton, and the flames, which were only small for a time, soon spread and the fire became so threatening that it was necessary to call out the fire department to save the bridge. A car of oil and the fourteen cars loaded with baled cotton helped to spread the flames, which gave much annoyance to the wrecking crews, that had by this time reached the scene in large numbers. The fire for a time looked as if it might burn the bridge down, but at 2 o'clock the fire was under control.

DR. CASTO BREAKS INTO IT.

One car load of cotton floated down the river and got stuck at the wagon bridge at Main street. Dr. J. C. Casto, of recent fire notoriety, took charge of the cotton by "right of discovery on the river" and when General Agent South sent Isaac Woods with a team and four men down to the wagon bridge to haul the cotton up to the freight house Casto refused to give up possession of it. Casto is still holding the cotton and General Agent South at 2:30 o'clock said he would call the attention of General Manager Schaff, who is here, to the matter.

Brakeman John Whiteman's home is at Mattoon, but he has been boarding at Indianapolis. Ruddell was a prominent member of the B. of L. F.

SOUTHWESTERN LIMITED SAVED.

A fortunate combination of circumstances is responsible for the fact that the loss of life is not something horrible. Train No. 11, which is the Southwestern limited, one of the fast-flying passenger trains over the road, had or-

trains can pass over within five days. If the ice was not so bad and the weather was better we could have trains over in three days. The delay to through Big Four travel will be an hour."

General Agent E. E. South gave the following statement to the Gazette at noon:

"There were thirty-six cars that went down in the wreck, so that the Gazette's estimate of thirty-nine cars last night was not far from correct."

The Big Four bridge wreck Friday afternoon was the reigning sensation today, but the sudden cold turn in the weather kept the crowds down that visited the wreck this morning. The Big Four officials acted with the greatest promptitude, fully in keeping with the magnitude of the disaster, for, it is estimated that outside of the serious inconvenience to Big Four travel, the pecuniary loss to the company will be in the neighborhood of \$100,000.

DEATH OF FIREMAN RUDDELL.

About 8 o'clock last night Fireman Dan Ruddell died at St. Anthony's hospital. He was fearfully mangled. His wife came over from Indianapolis on the Vandalia train, arriving here at 9 o'clock last night and was driven at once to the hospital, but she was too late, for the unfortunate man had expired an hour earlier. The grief of the heartbroken wife was touching and those who saw her had difficulty themselves in restraining their tears. Mrs. Ruddell was accompanied from Indianapolis by her sister. The remains were sent to Brightwood this morning on Big Four train No. 4, which left here at 9:13 o'clock, and were in charge of passenger conductor McClellan, of Indianapolis, who is a brother-in-law of the deceased fireman. Ruddell was a member of the Brotherhood of Locomotive Firemen and leaves four children besides a wife. He was about 36 years old. The remains were taken in charge by Undertaker Ryan last night. Ruddell was a Catholic and died with the ministrations of the church, Father Zabo ministering to him.

SAW IT, BUT TOO LATE.

Coroner Willis said to a Gazette writer:

"Ruddell before he died said the engineer and himself saw that the bridge was out of plumb before they struck and the engineer tried his best to stop the train, but they were going too fast and they could do nothing."

Engineer of Maintenance of Way J. W. Cowper, of Mattoon.

Most of the above officials are expected to remain here till the bridge is up. They were all still here this afternoon.

THIRTY-SIX CARS WENT DOWN.

When the wrecked train left Mattoon yesterday morning at 10 o'clock for Terre Haute there were forty-nine cars in the train, besides two cabooses. The train was composed of forty-five loaded cars, four empties and two cabooses. Thirty-six cars went down in the river, loaded as follows:

Loaded with spelter	1
Merchandise	3
Baled cotton	14
Bran	2
Meal	1
Paper wrappers	1
Stove ovens	1
Bulk middlings	2
Pig lead	1
Bulk clay	1
Lumber	3
Corn	3
Oil	1
Wood	1
Empty oil tank	1
Total	36

IN PERSONAL CHARGE.

Chief Engineer Kittredge will assume personal supervision of the building of the wrecked span. Superintendent of Motive Power William Garstang, of Indianapolis, came over last night with Mrs. Ruddell and her sister.

The Big Four is only refusing perishable freight. Passenger trains will leave the Big Four passenger station as usual and will take the Peoria division track of the Vandalia for Paris. At Paris the same course will be pursued.

A telephone message from the Union hospital at noon said: "Whiteman is still unconscious and in a bad way. Adams is in a good way to recovery."

Dr. T. W. Moorhead, Big Four surgeon in Terre Haute, has personal charge of the injured men.

VANDALIA HELPS OUT.

The Big Four's gang of bridge men that arrived today came from the Chicago, Michigan, Peoria and Cairo divisions. In addition to drawing on these systems for their best bridge men, the Vandalia line, with its characteristic cleverness, has offered to furnish the Big Four with almost forty of its selected bridge men and the offer has been accepted by the Big Four with thanks.

Trainmaster French announced today that until the bridge was repaired a local train will run each way, morning and afternoon, between Paris and St. Mary's.

Ed Pursian, head of the pile driver gang, and twenty-five men, with a pile driver, arrived today from the Michigan division of the Big Four. The

caboose was being ground to pieces.

TRAMPS ON THE TRAIN.

George Wilson, Harry Brown and Charles Williams, a trio of tramps, were in one of the middle cars when the bridge collapsed, but managed to get out unhurt. When the engine went down there was a jar which shook the entire train and the tramps sprang to their feet and looked out. They made haste in getting out and a few seconds after they reached the ground their car had plunged into the river and became a part of the wreckage under the water. The three men were given lodging at the jail last night and left the city this morning. They said they boarded the train at Paris and so far as they knew there were no other tramps in any of the cars.

ENGINEER ADAMS TALKS.

Engineer Harry Adams tells the following story of the wreck at the Union hospital:

"When we came around the curve just before going on the bridge the fireman said to me 'All right,' which means that the bridge was clear. He could not get a full view of the bridge, but did not then see anything that was not all right. We were going at about ten miles an hour when the engine went on the bridge. Just as we touched it Ruddell cried out, 'My God, look out!' I looked out the window and saw that the track was out of line and threw down my seat, expecting to jump, but the next thing I knew I felt the cold water and found myself paddling around in the water. I got a hold on something and knew that I could keep from sinking. I heard Ruddell groaning and called to him. He said that he was fast and burning. He told me to tell his wife and children that his last thoughts were of them and I promised him I would, but told him that there was help at hand, and that he must not lose his nerve. He became so weak that he could not keep his head out of water and I threw him a board. He rested his head on the board, and that is all I remember. I do not know how I got out, but they tell me that I walked on the ice, and after they pulled me on the bridge that I walked to the bank. The fireman was parboiled, I am sure, as he was jammed between the coal-gate and the fire-door. He could not move and the escaping steam must have burned him. He tried to jump when he called to me, and was out of his seat and just ready to go when he went down. The brakeman had just left the cab, and was either going over the track or was on the first car. I did not see nor hear anything of him after we were in the water. If anyone knew of the dangerous condition of the bridge they did not try to flag us."

THE WRECK TAKES FIRE.

About 10 o'clock this morning the wrecked cars in the river took fire, from a sky rocket that was sent up by a

ders to meet train No. 8, which is a local passenger train east from Mattoon, at St. Mary's. Conductor Short of the wrecked train saw he had time to make Duane for No. 11, which accounts for the high rate of speed at which the train was running. Had he decided to take a siding west of the river to wait for the past passenger, as would not have been out of the ordinary, the Southwestern limited, with its freight of human souls, would have been hurled to the bottom of the river. Another coincidence that probably saved two lives was the breaking down of engine No. 438. When the train was ordered it had been decided to run it as a double-header to Terre Haute. The repairs on No. 38 could not be completed in time, hence the train was run with a single engine. The trainmen who escaped went to their homes at Indianapolis last night on the Knickerbocker, which was run from Paris to Terre Haute over the tracks of the T. H. & P.

GETTING ACCOMMODATIONS.

Houses in the north end in the vicinity of the Big Four depot were being scoured today for accommodations for the several hundred men of the various wrecking crews that are here. Monninger and Dressler are feeding most of the men, but the men on the other side of the river have their own cars and all they have to be furnished is the supplies.

MAND FREEZES ON TO TWO BALES.

J. W. Mand has two bales of cotton at his store on west Main street that he also claims. He says he caught them as they floated down the river and he refuses to give them up. J. W. Bridges, an employe of Jordan's poultry house and Alex McAfee, of 114 south First street, say they caught the cotton and that Mand has "tried to buy them off." Mand wants the railroad company to give him \$10 apiece for the two bales of cotton.

LIVED AS NEIGHBORS.

Engineer Adams and fireman Ruddell both lived as neighbors at Brightwood. Ruddell was caught in the gangway of the engine and pinned down under the wreckage. He was fast against the boilerhead and his entire body was scalded from the escaping steam. As soon as he saw the bridge was going away Brakeman Whiteman started back on the train, but only reached top of the tank when the crash came. He was caught between the first car and the engine and both of his legs were badly crushed. When he was taken to the hospital he was unconscious and it took two men to hold him in bed. It is supposed the scenes leading up to the wreck were causing him, in his delirium to make strong efforts to escape.

JURRED FOR THEIR LIVES.

Conductor Short, of Mattoon, was in the caboose at the time of the wreck, with brakeman, Newton Reid. The

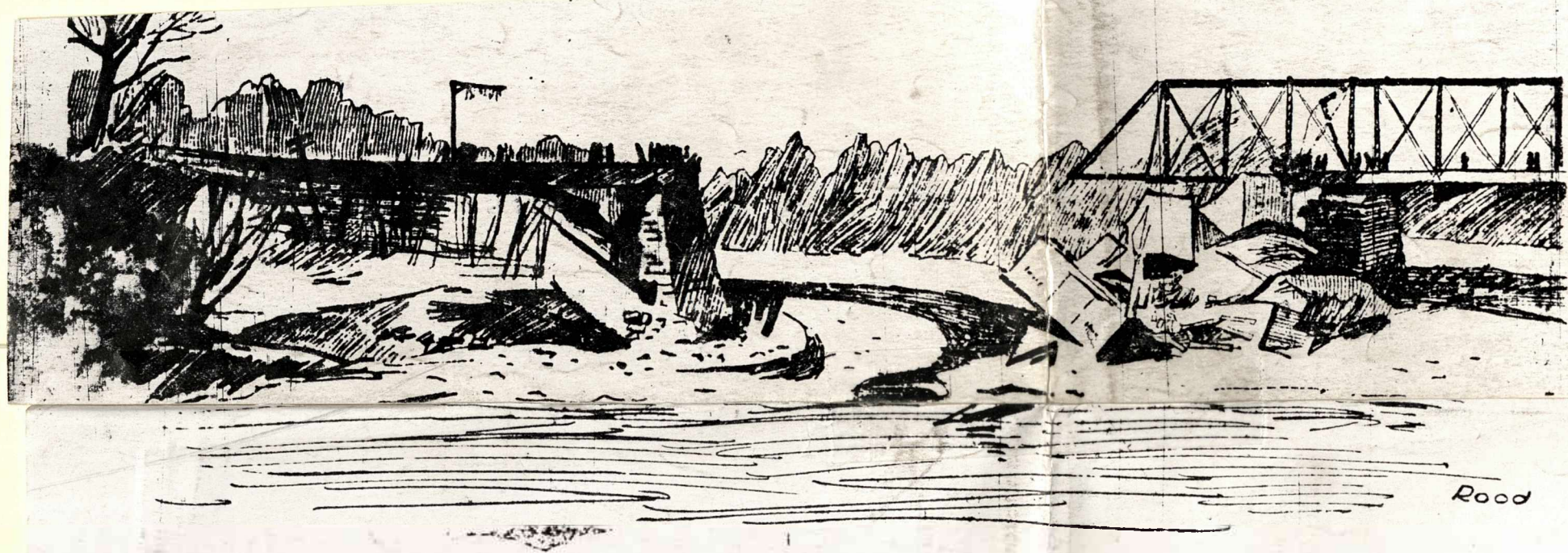
THIRTY-SIX CARS WENT DOWN IN WRECK.

(Continued from Ninth Para.)

brakeman was in the cupola of the caboose and saw the head of the train go down. He ran to a caboose ahead, in which was another train crew, consisting of J. M. Lash, F. J. Bowers and John Wohrley, all of Indianapolis, and told them to jump for their lives, which they did and none were hurt.

The bridge which went down is a five span bridge and has been built for about twenty-six years. The pier that gave way was the first in the stream from the west bank and the engine struck the next pier east and rested against it, which probably accounts for the fact that the engineer was not drowned. An ice gorge had formed and the water about the bridge was sixty-four feet deep in one place. When the bridge was built it was necessary to go down 200 feet in order to secure a solid foundation for the piers on account of quicksand.

Supt. Hyland notified the Big Four railroad company today to stop by all means the fire at the wreck, as the floating burning debris was a source of danger to the industries down the river.



The Scene of Friday's Wreck on the Big Four.

BIG FOUR TRAIN WENT THROUGH THE BRIDGE

St. Louis Evening Gazette Feb. 1900

An Engine And Thirty-Nine Cars Are in The Wabash River.

Engineer Adams, Fireman Ruddel and Brakeman Whiteman Badly Hurt, The Latter Probably Fatally.

There were 40 cars in the train, not counting the caboose, as there are only eleven cars standing on the other side; this would make 39 cars that went in the river. This estimate was obtained from Col. South at 4 o'clock this afternoon.

At 4 p. m. the indications were that both Ruddel, the fireman, and Whiteman, the brakeman, would die. Adams, the engineer, is least hurt.

At 3:35 this afternoon Big Four freight train No. 96, which left Mattoon at 10 o'clock this morning and which was due to arrive here at 2:15 this afternoon, fell in the Wabash river, the west span of the bridge giving way and part of the draw going with it.

The engine and all but eleven cars fell in. As there are supposed to be between thirty and forty cars in the train it is certain that between twenty and thirty cars are in the river.

The wreck makes an ugly heap as it is piled up on the west side of the bridge.

The engineer, fireman and brakeman fell in with the train and all are quite badly injured.

Engineer Harry Adams, of Brightwood, near Indianapolis, was on engine 440.

The floating ice and the high water caused the bridge to go down. The river is filled with floating ice. The employees of the water works company say they saw the bridge swaying back and forth just before the train fell.

The names of the train crew who went in the river are:

HARRY ADAMS, the engineer.

DAN RUDDEL, the fireman.

GEO. WHITEMAN, the brakeman.

Adams was taken to the Union hospital considerably injured. Ruddel was taken to St. Anthony's hospital. He is also badly hurt. Whiteman, the brakeman, is probably fatally hurt. He is not expected to live. He was taken to the Union hospital.

The terrible catastrophe that would have resulted had the Knickerbocker run over the bridge instead of the freight train is absolutely appalling. The Knickerbocker was sent around on its way east by way of Paris and the Peoria division of the Vandalia. The east bound Big Four passenger train was also sent around in the same way.

The wreck looks worse from the west side of the river. Cars are piled up one over the other and the ice was floating down with fearful rapidity.

The accident naturally recalls the time the same bridge went down with Engineer Allison, his body being carried down the river and being found months later.

The engine that went down was No. 440.

The telegraph wires were broken down when the bridge fell and telegraph communication was interrupted on the Big Four. At 3:15 o'clock telegraph operators from the Big Four office went over on the other side, in company with a Gazette writer, to stretch the line and restore communication.

Adams is married and so is Ruddell. The latter also lives at Brightwood. Whiteman formerly lived at Worthington. He is single.

The ice gorge above the bridge broke this morning and had been crashing against the bridge piers for several hours before the accident occurred. No serious damage was visible but the event showed that the structure was in a dangerous condition.

ing had weakened the piers or shaken the hold of the superstructure. At any rate when the east bound freight ran on to it at 2:30 o'clock this afternoon, it had no sooner reached the draw, which is the first span on the west side, there was a warning crash and then the locomotive tumbled into the river. Five cars were drawn in after it. But then the train was running slow all of the fifteen cars constituting the the train might have followed.

The locomotive in tumbling turned partially over on the side striking the ice almost head on crashing through it with a frightful noise, throwing the broken ice and water spray in every direction. And as the cars fell on top they broke up partially and falling over from the heap sank partly under the water.

Other cars of the train stood on the trestle, the forward one perilously near the yawning chasm made by the broken span.

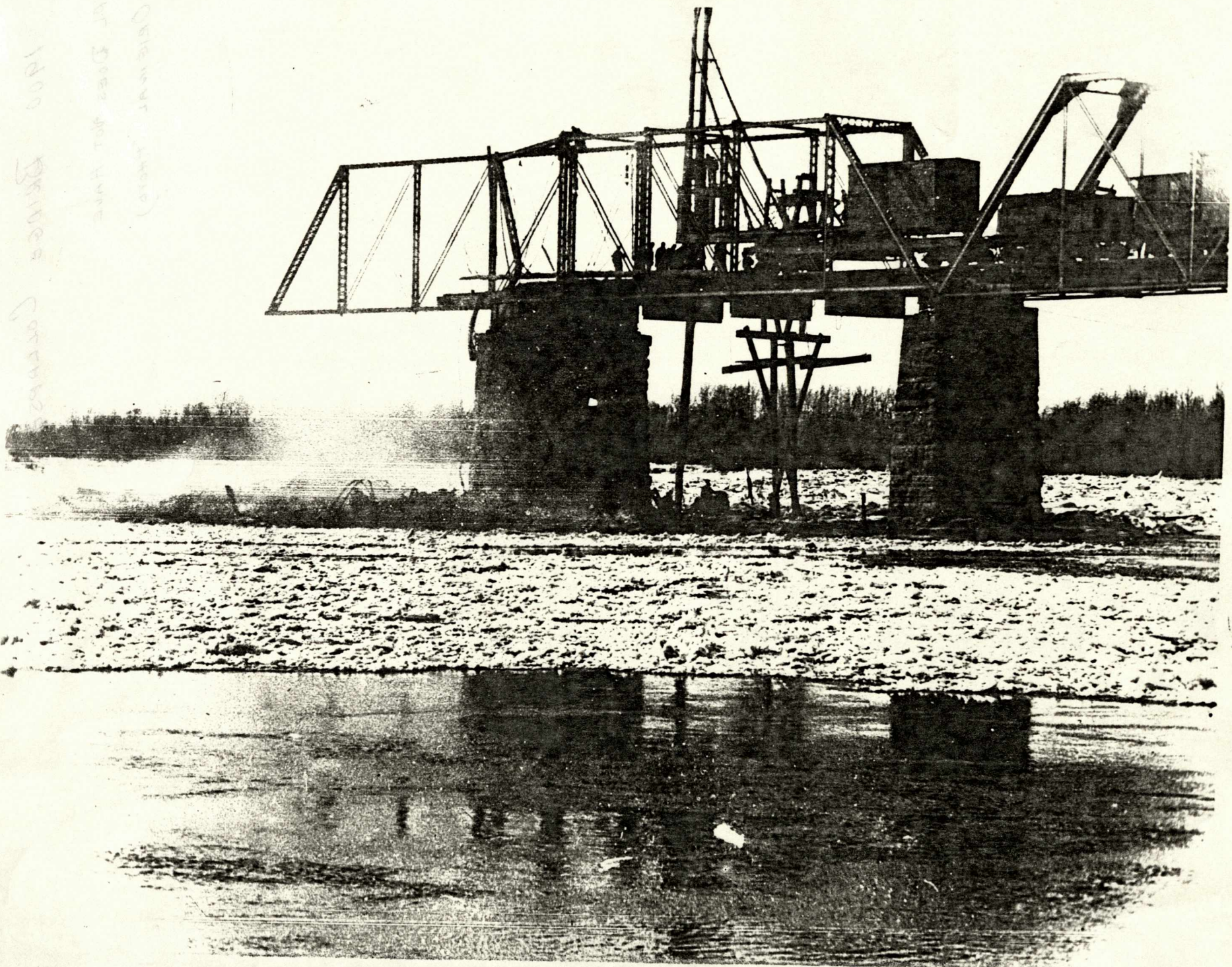
In a few minutes, all in every-where people gathered on shore, attracted by the terrific noise and the work of rescue began. The men and fireman were gotten out from the wreck of cars and carried to the shore. Both men were unconscious and horribly bruised and scarred. Whether or not they have been internally injured is not known, but it is hoped they have not, and may recover.

The span that gave way was the first from the west side and is known as the draw. In the accident of a few years ago when a freight went through the same bridge it was the span next east of the one that gave way today.

No cause for the accident is known except that the bridge had been weakened by the heavy impact of great masses of swiftly moving ice that had been plunging against it this morning. Apparently, however, this had had no effect, but as a matter of fact, as the event shows, it had been disastrously effective.

After the former accident the bridge was thoroughly overhauled in repairing it and it was regarded as one of the safest and strongest bridges to be found anywhere. The calamity was therefore as unexpected as it is deplorable.

1900
Prince George
Cape Horn
New York



FORMER WRECK ON

BIG FOUR BRIDGE.

Jerre Haute Evening Gazette

**It Occurred on Friday, October 28,
1892--Engineer Allison Was
Killed.**

Feb 24, 1900 - Saturday

The previous casualty on the Big Four bridge in which Engineer Wesley Allison went down with his engine and met a horrible death, occurred shortly after 7 o'clock in the morning, on Friday, October 28, 1892. The catastrophe was the result of a collision between two freight engines which came together with a terrific crash on the bridge which was unable to withstand the strain and collapsed. From the Gazette's report of the accident the following extracts are taken:

"Just before 7 o'clock this morning a horrible collision on the Big Four Wabash river bridge sent two locomotives and a number of cars crashing into the river below and one brave man to eternity,

"It was the most terrific accident that has happened in this neighborhood for a number of years. A freight train running at a dangerous rate of speed, plunged into the engine of another on the river bridge with a crash that could be heard for a mile. For an instant silence like death followed. Then came a second crash, not so loud or startling as the first, but which carried abject terror to the hearts of all who knew the sound. The bridge had given away. One span of the iron bridge had collapsed from the tremendous strain and into the river the two engines were hurled, with Engineer Wesley Allison, still at his post, and drawing after them a number of cars. For some time after the crash nothing could be seen but the cloud of dust, steam and flying fragments of timbers.

When the storm of debris had subsided hundreds of persons hurried to the scene, and stood about looking for the supposed dead and wounded. It was reported at first that all the enginemen were missing as well as some of the stock men. This was later found to be a mistake. The loss of life was limited to one brave man, who stuck to his post and went down with the wreck.

Engineer Wesley Allison was the only man missing. He held the throttle on stock train No. 42 and was coming in at high speed. He saw his danger and whistled for brakes, but his signal was either too late or the brakes failed to act. The engine, No. 341, collided with No. 320, which was standing on the bridge, with force sufficient to drive it almost on top of the silent locomotive. Fireman Sowers, of 341, jumped from the engine just outside the bridge and escaped without injury. But the engi-

neer went down with the wreck. Engineer Flynn, of No. 320, heard Allison's cry of horror as he found himself going down, and a man who lives near the scene says he saw Allison struggling in the water a moment afterward, but he was unable to go to his assistance.

Allison's struggles for life were brief and feeble, and there is little doubt that he had received serious injuries before he struck the water.

The entire second span of the bridge from the east side was down. Below in a confused heap were the remains of two locomotives and eight or ten cars. Engine No. 320 was completely under water and the other engine lay at the base of the pier in a broken and confused mass. At its side lay three or four stock cars, while from above one car hung suspended from each side in a way that the slightest jar would send them down into the river. The stock cars were loaded with cattle and the noise made by the frightened and injured animals was fairly deafening. About a dozen head of cattle escaped from the wrecked cars and made their way to the land.

"One of the water works employes who witnessed the collision describes the scene as follows: 'I heard both engines whistle. The engine of the train on this side had reached the draw and was at a standstill. The east bound train came around the curve at what appeared to be seventy five miles an hour. It was the fraction of a minute until the crash came. The flying engine seemed to jump into the air like a living monster trying to leap over an obstruction. The shock drove the motionless engine back to the other span. Then the bridge gave way and the engines parted. The second crash was deafening. It took some time for the cloud of dust and steam to subside so I could see what had happened. Then I could see nothing but the piles of rubbish floating away and could only hear the hissing of the steam and the bellowing of the injured cattle.'

Engineer Allison's body was not recovered until April 23, 1893, almost six months after the accident. He was a married man and lived at Mattoon. The Big Four bridge was constructed in 1881.

A REAR END COLLISION ON THE BIG FOUR.

THREE WERE KILLED AND ONE MORE MAY DIE

A Fearful Collision Between Two Freight
Trains on the Big Four Bridge at 11:10
O'clock Friday Night.

TWO OF THE BODIES ARE STILL IN RIVER

Conductor John Hennessy and Brakeman Fred Fuqua, Both
of Mattoon, Ill., and A. D. Haven, of Hillsboro, Ill., Are
Dead—Fireman Frank Webster, of Terre Haute,
is Among the Injured.

A freight wreck, attended by a loss of three lives and possibly four, besides a number of other trainmen injured, took place on the Big Four bridge crossing the Wabash river in this city about 11:10 o'clock Friday night. The wreck was due to freight train No. 90 coming into collision with freight train No. 52 full upon the bridge. Both were headed east.

Freight train No. 52, which is a local freight, was due in Terre Haute at 2:50 o'clock Friday afternoon, but owing to a freight wreck at Whalen's switch near Paris, Ill., that afternoon it was laid out and was coming into Terre Haute about eight hours late. It had already entered the Wabash river bridge and the engine and five cars had already taken the passing track just at the east side of the bridge, leaving about twenty cars still moving on the bridge, when suddenly fast freight No. 90, which was due in Terre Haute at 11:20 p. m., dashed into the bridge at a speed of at least thirty-five miles an hour and crashed into the caboose that was on the rear of the first train. The collision was something awful and could be heard for many blocks. In the caboose were Conductor John Hennessy, of Mattoon,

Ill.; brakeman Fred Fuqua, of Mattoon, Ill.; A. D. Haven, of Hillsboro, Ill., an employ of the Arthur Jordan poultry company, who was accompanying a car of poultry on the same train; and brakeman John T. Pardee, of Mattoon, Ill. Hennessy was fearfully injured and scalded and died on the bridge among the wreckage about an hour after the collision, his sufferings being heart rending. Fuqua and Haven were thrown into the river and up to the press hour had not been found. Pardee was so badly hurt that but slight hopes are felt for his recovery by Dr. T. W. Moorhead, the company's surgeon, who is attending him at St. Anthony's hospital. The three men killed were all married men and of families.

Y OCTOBER 11 1902

Railroad accidents dominated local newspaper headlines 100 years ago

Railroad accidents dominated Terre Haute newspaper headlines 100 years ago.

On April 29, 1903, three men were killed and 14 injured when the westbound Vandalia Flyer crashed into a switch train at the East Yards near Highland Iron and Steel, about a mile-and-a-half east of Terre Haute's Union Depot.

The collision occurred at 7:15 p.m.

The passenger train, under the supervision of engineer Pat Dailey of Terre Haute, consisted of a day coach, a diner and seven Pullman sleepers filled with a delegation heading for St. Louis to attend the World's Fair dedication ceremonies.

Traveling at 60 mph, the locomotive – considered one of the nation's finest – collided head-on with a stationary yard switch engine occupied by engineer Herbert Myers. Both engines were demolished. Dailey, Myers and Vandalia Flyer fireman Frank Meyer saved their lives by leaping from the trains seconds before impact.

The fatalities were baggage-man Nicholas E. Lutz of Indianapolis and passengers Alexander McMullen and Robert McMullen of Columbus, Ohio. All were seated in the day coach, which was propelled over the locomotive and splintered into parts.

Lutz had owned a Terre Haute dental appliance store before he was employed by the railroad and intended to relocate back in Terre Haute in June or July.

An inquest conducted by Coroner Frank Tabor and deputy Joseph Frisz concluded that no criminal negligence existed.

However, it placed primary blame on the switch engine crew for moving its unit to the main track. Fast passenger trains customarily had the right-of-way

through railroad yards.

Among the prominent Terre Haute residents on the Flyer was Harry Bronson, co-proprietor of Bronson's Artesian Bath House, who had attended a meeting in Indianapolis regarding the establishment of a professional roller polo league.



HISTORICAL
PERSPECTIVE

MIKE
McCORMICK

■ On May 6 – a week after the Vandalia tragedy – Southern Indiana Railroad engineer William E. Montgomery of 809 Oak St. was pinned for five hours when his freight engine derailed and overturned near the Spring Hill switchyard south of the city.

Montgomery's leg was crushed, but it was hoped it could be saved by medical care.

■ On May 3, Julius Schwandt apparently committed suicide by laying down on the Chicago & Eastern Illinois Railroad track near his rooming house at 531 S. 10th St. A Terre Haute Brewing Co. employee, Schwandt left a note in his room, written in German, describing his assets and directing their distribution.

■ On Monday, May 4, the body of Isaac Vannatti, resident of a soldier's home in Danville, Ill., was discovered next to the Big Four track, 20 yards east of 25th Street. The coat he was wearing was covered with McKinley and Roosevelt campaign buttons.

A native of Brazil, Vannatti served with the Eighth Indiana Infantry during the Civil War. He had a hole in his forehead, but was otherwise unscathed. It was presumed, however, that Vannatti had been struck by a

passing train.

■ On Sunday, May 31, two more bodies were found at different locations along the Big Four tracks. George Williams of nearby Lodi was struck by a train early Sunday morning at Coal Bluff, where he had spent Saturday night celebrating in several saloons.

The mangled remains of Alexander Davis of Charleston, Ill., were discovered west of the Big Four's Wabash River bridge. Though he had a round-trip ticket from Terre Haute to Charleston in his possession, it appeared as if Davis fell between two freight cars.

■ On May 27, a huge explosion at the Indiana Powder Co. mill in Fontanet – a precursor to a larger explosion about 52 months later which claimed 27 victims – resulted in the death of employees Harry Stimson, Frank Arthur and Caleb Riddle.

In other newspaper headlines of the day:

■ On May 17, Oswell Syester, 1437 Second Ave., was declared the "first Terre Haute small pox victim to die during the current epidemic." She was diagnosed on May 6 and the Syester residence was quarantined at that time.

■ In late April, Terre Haute resident Emma Stevens died of small pox in Clinton.

■ Blanche Eaton, proprietor of a "notorious resort" upstairs at the corner of Fourth and Ohio streets, was arrested on May 19. The warrant was sought by Con Valentine of Charleston, Ill., who contended Eaton had lured his wife to take up prostitution.

Released on bond, Eaton informed a news reporter that her employee was compelled to join the profession to avoid starvation as Valentine would not support her.

■ The Anti-Saloon League

met in the Vigo County Court House on Saturday, May 23, vowing to close illegal saloons in the county, particularly the notorious resorts owned by Mike Cadden and Henry Nicker on Lafayette Road in Otter Creek Township.

■ While walking through a field north of the former site of Fort Harrison, Charles C. Smock and his daughter, Irene, discovered some English coins and several powder buttons from the early 19th century.

One silver coin was clearly dated "1806." The buttons were in excellent condition. The letters, "U.S.," were clearly visible and one button was dated "1801."

■ Dr. G.C. Roberts' Crystal Palace of Mysteries, which wintered in Terre Haute, was preparing to "hit the road" for the summer. A popular personality at local street fairs and the county fair, Roberts stored and refurbished his props during the winter in Art Hall, located on the northwest corner of the fairgrounds at Wabash and Brown avenues.

■ The most astounding show to appear in the Grand Opera House during May 1903 was presented by the nationally renowned medium Anna Eva Fay. At age 52, Fay was in the prime of a spectacular career that began in 1872. She is credited with inspiring Harry Blackstone and Harry Houdini.

■ In late May 1903, Robert and Denny Stunkard sold the St. Charles Hotel, on the west side of Third Street between Ohio and Walnut, to Thomas and Amanda Peyton of Marshall, Ill. Built in 1840 as the Buntin Hotel, it was one of Terre Haute's oldest hostels. The name soon was changed to the Peyton Hotel.

Mike McCormick is the Vigo County historian. His column appears each Sunday.

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10 O'CLOCK EDITION

TERRE HAUTE, INDIANA

REAR END COLLISION ON THE BIG FOUR

THREE WERE KILLED AND ONE MORE MAY DIE

A Fearful Collision Between Two Freight Trains on the Big Four Bridge at 11:10 O'clock Friday Night.

TWO OF THE BODIES ARE STILL IN RIVER

Conductor John Hennessy and Brakeman Fred Fuqua, Both of Mattoon, Ill., and A. D. Haven, of Hillsboro, Ill., Are Dead—Fireman Frank Webster, of Terre Haute, is Among the Injured.

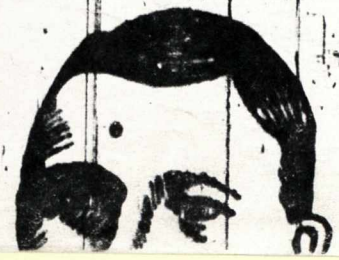
THE DEAD.

JOHN HENNESSY, aged 40, of Mattoon, Ill., conductor on freight train No. 52, has a wife and five children. One side of his face was literally cooked so that he was hardly recognizable; right leg and thigh mashed to a pulp and suffered internal injuries. He died on the bridge among the wreckage about an hour after the accident and about half an hour after the moorhead got to him. Hennessy has a brother living in Terre Haute, who was employed at one of the glass works. The dead man was in the caboose at the time he was hurt. His remains were shipped to Charleston, Ill., today.

FRED FUQUA, aged 30, brakeman on freight train No. 52, lived at Mattoon. He was in the caboose at the time. He has a wife and two children and was raised near Sanford in Fayette township, this county. He has several relatives in Terre Haute. His body is in the river and has not yet been found.

A. D. HAVEN, known as "Tony" Haven, aged 38, of Hillsboro, Ill. He was an employee of the Arthur Jordan poultry

as to carry the top of the caboose up on top of the bridge, where it could still be seen this morning, even after the wreckage had been cleared away from the track. Just in front of the caboose was a poultry car filled with ducks, geese and chickens, that had started from Litchfield, Ill., consigned by the Arthur Jordan poultry house to New York. The car was totally demolished and much of the poultry was either killed or fell into the river. The car in front of the poultry car was slightly damaged. Engine 448, which was carrying fast freight No. 50, on which



bridge and engine 448, which was carrying fast freight No. 50, on which were sent to Charleston, Ill., where they were buried. The engine, which was carrying fast freight No. 50, on which were sent to Charleston, Ill., where they were buried. The engine, which was carrying fast freight No. 50, on which were sent to Charleston, Ill., where they were buried.

PARDON THE LIVING EXPERIMENT. John T. Pardoe, a brakeman on train No. 52, who was in the caboose at the time of the collision and who is now at St. Anthony's hospital, with doubtful chance of recovery, had a thrilling experience. He was badly hurt by the collision and was thrown into the river. He floated down to the Vandavia bridge, where his cries attracted the attention of Charles Crim, who lives on the river bank, and he was pulled out in a skiff and rescued him, taking him to the house of Henry Phillips, also on the river bank. Pardoe was in the river forty minutes. He grabbed a piece of the wreckage and managed to keep his head above water until assistance came. He kept up his cries as loud as his strength would allow him and when Crim finally came to his relief he was almost exhausted. He was removed in the ambulance to St. Anthony's hospital.

FUQUA'S TERRE HAUTE RELATIVES. Fred Fuqua who was killed in the wreck and whose body is still in the river, has a number of Terre Haute relatives. Dan Davis, the well-known linemen of this city, married his sister Flora and another sister, Grace, is an employee of Superintendent Seldaway's at the county poor farm. W. D. Fuqua, who runs a barber shop at 820 north Sixth street, and Dave Fuqua, an employee of W. H. Abrecht & Co., also are his cousins. The dead man was born and raised near Sanford in Fayette township, this county, and is about 30 years old. He is the son of Andrew Fuqua, deceased, who lived about three miles north of Sanford and his mother, Mrs. Nellie Fuqua, now lives at Sanford. He married a Mattoon girl several years ago and has two children.

HAVEN'S UNLUCKY TRIP.

It was an unlucky trip for "Tony" Haven, as he was called by the employees of Arthur Jordan's poultry house. It was not originally intended that he

MITCHELL RETURNS TO WILKESBARRE

HE REFUSES TO DISCUSS THE CONFERENCE HELD IN NEW YORK.

EXPECTS AID FROM CONFERERS

The American Federation of Labor Will Probably Help in the Fight.

HOUSE WAS DYNAMITED

Daughter of a Deputy Sheriff Injured Near Pittsboro—Two Arrests Made.

OPERATORS STAND PAT. New York, Oct. 11.—Chairman Thomas, of the Erie road, today issued a statement that there would be no conference on the part of the operators with the publicists on Tuesday and saying that his statement yesterday was definite.

Wilkesbarre, Pa., Oct. 11.—President Mitchell arrived at strike headquarters from New York shortly before 10 o'clock this morning. He was immediately taken in hand by interviewers but he steadfastly declined to talk of his New York trip for publication. In answer to a question why he should maintain such extreme reticence regarding his visits he said:

"I think the best interests of the operators, the miners and the public will be observed by my remaining silent." Mr. Mitchell's attention was called to the letter of Vice-president Wilson, of the Delaware & Hudson company to President Roosevelt in which he maintains that the miners' union is an illegal organization. The strike leader hesitated to say anything for a moment and then replied:

Best copy that could be made - must be read on the microfilm.

The... About 900... The... man who... Lincoln, Neb... train robbery... Burlington, Ia... have offered a... capture of the...

IS MORNING.

DOUBLE-HEADER TRAIN CRASHES INTO DERAIL

**Three Terre Haute Men Killed In Wreck of
No. 6 Near Martinsville, Ill., Early This
Morning—Seven Persons Injured**

OFFICIAL PROBE IS BEGUN

THE DEAD.

ENGINEER DANIEL J. WALSH, 1537 Ohio street, Terre Haute.
ENGINEER GEORGE H. MUENOH, 657 Third avenue, Terre Haute.
FIREMAN E. F. ZIMMERMAN, 2618 Garfield avenue, Terre Haute.

THE INJURED.

FIREMAN EDWARD HAPER, 1330 Maple avenue, Terre Haute.
J. D. ETTER, mail clerk, Covington, Ohio, badly burned.
ALBERT T. HARDWICK, mail clerk, Coshocton, Ohio, burns on body
and lacerated right fore arm.
ROY J. FLORY, mail clerk, Covington, Ohio, contusion right leg.
LEWIS F. ORAHWOOD, express messenger, Columbus, Ohio, left
arm and chest bruised and cut by eye.
S. J. PARKINSON, mail clerk, Columbus, Ohio, cut and bruised.
EDWIN B. HESSER, passenger, Los Angeles, Cal., slightly injured.

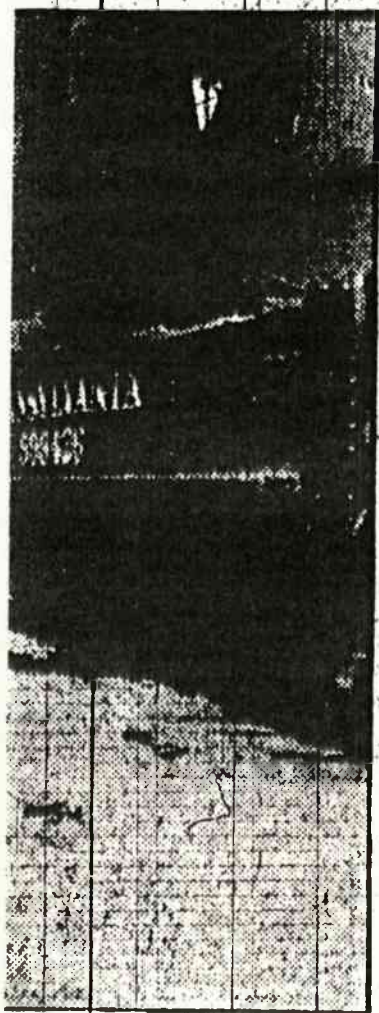
Three persons were killed and seven injured when Pennsylvania passenger train No. 6, the Manhattan express, due here at 5:30 o'clock from St. Louis, running as a double-header, left the rails at Dupont siding, two miles west of Martinsville, Ill., this morning, while running at a rate of sixty miles an hour. The wreck occurred at 4:27 o'clock.

The wreck is believed to have been caused by a defective frog leading to the siding. Officials on the scene, however, declined to discuss the possible cause of the wreck, stating that a thorough investigation must be made before any official statement can be issued.

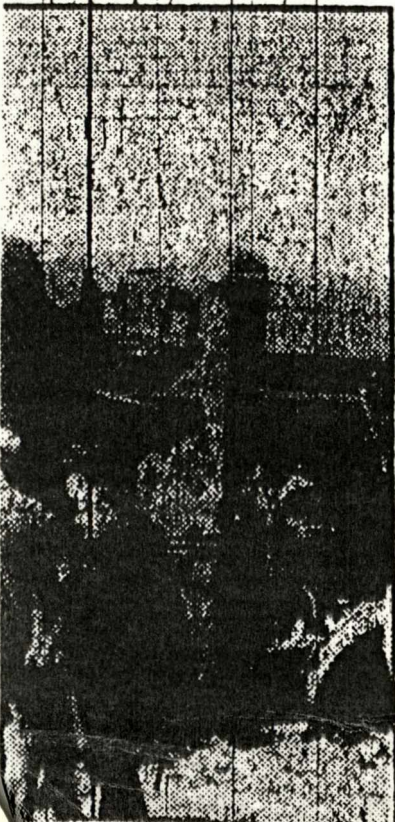
Both engines of the double-header were overturned and two express cars, two mail cars and one mail storage car were derailed and piled in twisted masses of steel and iron. Seven passenger cars remained on the rails and were later detoured over the Big Four from Mattoon.

Brought To Hospital Here.

All of the injured persons were brought to St. Anthony's hospital.



WEST OF TERRE HAUTE.



Brought To Hospital Here.

All of the injured persons were brought to St. Anthony's hospital here, in Hickman's ambulances, except Fireman Haper, who was taken to a hospital at Effingham, Ill.

The engines and cars left the rails at the frog on the left-hand side of the main line, and crashed into an empty steel coal car which was standing on the siding, knocking the coal car fully 200 feet down the right-of-way. The engines then turned over and over apparently coming to a standstill about 200 feet from the place where they had left the rails. The two express cars, pulled immediately behind the engines were slightly telescoped and the mail cars and mail storage car rode the ties but remained upright.

The switchpoints were examined by officials on the scene and, while no statement was forthcoming regarding the condition in which they found the points, it was indicated that they were in perfect shape. This fact strengthens the belief that the engines and cars passed safely over the switchpoints and were derailed at the frog, approximately thirty feet from the switchpoints.

Farmer Tells of Wreck.

W. M. Mauk, farmer, living a hundred yards west of the scene of the wreck, told a Tribune reporter that he had just awakened when he heard the fast express pass his house. An instant later, he said, he heard a terrible crash. Running to the rear door of the house he observed clouds of smoke and steam and heard the screams of frightened women. He finished dressing and started to investigate. Steam from the engines kept him from approaching the wreck.

Conductor Silas Litteral of Indianapolis came running up to Mauk and asked where he might find a telephone. Mauk returned with the conductor to his home, from where the conductor

reported the wreck to the dispatcher's office at Terre Haute. Mrs. Mauk then threw her home open to the injured, as well as the passengers, and with the aid of several of the women passengers, less frightened by the tragedy, prepared hot coffee and light breakfasts for the passengers, and otherwise comforted the frightened victims.

Train Is Detoured.

The passenger cars were later returned to Effingham and sent over the Illinois Central to Mattoon, from where they were sent to Terre Haute over the Big Four railroad.

The engines were a mass of twisted iron and steel, and the first two cars were badly battered. The rails for a distance of 300 feet were torn up and twisted, like one would twist wire with the hands. A wreck train, in charge of C. E. Woodruff, arrived from Terre Haute shortly after the wreck and began the work of clearing the right-of-way. At 10 o'clock a wrecker arrived from the west to assist in the work. Gangs of workmen were placed at work repairing the track, while the giant cranes struggled to place the wrecked engines and cars back upon the rails.

Victims Scalded To Death.

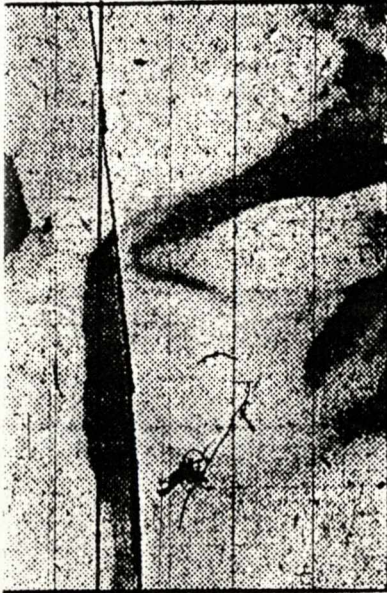
The two engineers and Fireman Zimmerman, of the lead engine, were found in the cab scalded to death. Engineer Haper, of the second engine, was found in the cab of his engine seriously scalded. Reports from the Effingham hospital, several hours after the wreck, said that Haper may survive.

Several Pennsylvania officials from Terre Haute, including Tabor Hamilton, superintendent of the St. Louis division; O. J. Tipton, assistant train master, St. Louis division; J. H. Kelly, train master, St. Louis division; E. J. Riddle, road foreman of engines, and C. C. Hasfurther, division operator, rushed to the scene immediately after the wreck was reported.

The officials gave much time to the inspection of the frog, believed to have caused the derailment, measuring the

Continued On Page 2, Column 2.

RAILED, TURNED OVER



ARK, WHO WAS SERIOUSLY

WHEEL BANDIT AGED TO STABLE

of Fort Wayne Murder Suspect Found In Search For Dual Slayer.

WAYNE, Ind., May 14.—The bandit, whom officials believe is slayer of Miss Kathryn Herge, 26, and Howard Fisher, 27, both of this city, lived in a room on Pontiac street, between the Pontiac street paving and Myne Trace paving. During the haunt of the bandit, accused of at least ten hold-upped motor cars and whose tracks were found at the scene of dual murder, officials have been helping investigation of the murder of the man. He confessed today little had been learned of him and that his whereabouts are shrouded in mystery. He left the city the night of the murder.

Continued On Page 2, Column 7.

STUDENT ROBBED BY LONE BANDIT

Huran Harrison, a Normal school student, was held up and robbed Wednesday night, near an alley in North Eighth street, between Cherry and Mulberry streets, escaping with \$4 in cash, although the police scoured the vicinity.

Harrison was walking south in Eighth street and met the bandit near the mouth of an alley on the east side of the street between Cherry and Mulberry streets. The stickup man jabbed a revolver into Harrison's side and demanded his money, continuing north in Eighth street after the robbery. Motor Officers Scott and Shumard were rushed to the place and combed the neighborhood, but the bandit had made good his escape.

multitude, hi-jackers and law enforcement officers were waging a triangular war today for control of San Pedro harbor.

Police and federal prohibition agents, who admitted they had little success in stemming the flow of illicit liquor from five vessels lying off the coast between here and San Diego, declared they had evidence to show that hi-jackers were making it hot for the rum smugglers. One gun battle was reported.

ACCIDENT VICTIM SUES FOR DAMAGES

Ester Miller filed a suit Thursday in Superior Court No. 2, asking for a judgment for \$10,000 against the city of Terre Haute and the Terre Haute Transfer company. She alleged that on Jan. 31, 1923, as she was being taken from her home on North Sixth street to 117 South Twenty-second street she sustained serious injuries. They were caused by the taxicab owned by the transfer company hitting holes in South Twenty-second street. The holes were there because of the negligence of the city, the plaintiff charged.

U. C. T. CONVENTION OPENS.

ANDERSON, Ind., May 14.—The annual state convention of the United Commercial Travelers opens here this afternoon with a conference of secretaries from nineteen Indiana councils. Tomorrow's sessions will be devoted to business and a dance. One thousand visitors are expected to be in attendance. Saturday, the final business session will be held, after which a trip of inspection will be taken through the Indiana state reformatory at Pendleton.

POSSE SEEKS HIGHWAYMEN.

HOPKINSVILLE, Ky., May 14.—Several hundred farmers joined a man hunt today seeking two highwaymen who had disarmed two deputy sheriffs and fled in a stolen automobile. One of the men is believed to have been wounded. The two men held up Will Morris here yesterday, later discovered two officers, disarmed them and escaped.

TALKS TONIGHT AT HOTEL DEMING



DOUBLE-HEADER TRAIN WRECKED

Continued From Page One.

distance from the frog to the first imprint of the engine's drivers on the ties several times, and discussing the condition of the frog at length.

Give Versions of Wreck.

Injured victims of the wreck when seen at St. Anthony's hospital this morning could give little information regarding the cause of the derailment. James Etter, one of the mail clerks, of Covington, Ohio, said that he was sitting down reading a newspaper when the crash came.

"I was afraid that the letter cases would fall on me, not that they were insecurely fastened, but the way the car was rocking I knew anything the least bit loose would ramble around over the car. I guess I must have been the loosest thing because the next I knew I was in the front end of the car and the letter cases had fallen together over my head, making a bridge. Then the steam from the engine came through.

"You see the express car, which was between our car and the engine, had run off to the side and our car was jammed against the tender."

Etter was painfully burned about the upper extremities by the steam from a bursted steam pipe on the engine but despite his suffering he was pleasant and jovial. He had a slash just below his right knee.

"For goodness sakes, boy," he said to the reporter, "Don't report my injuries any worse than they are. Tell folks just how I am injured for the folks at home will be worried bad enough, thinking I'm much worse hurt than I am. Tell them just the way it is and they won't worry so much."

Lewis F. Orahwood, the express messenger, of Columbus, O., said he had just set down on his "k" when the car started to turn around and head toward St. Louis, from whence it had come.

"I got a cut here on my eye and something squeezed my chest and left arm, but what it was, I don't know. Everything happened too quick for me to figure it out now."

Edwin Bower Hesser of Los Angeles first told the doctors at the hospital that he represented the Hearst News Service and that he was traveling from Los Angeles to New York.

He was asked why the Hearst service was sending him across the continent. Then he said he represented the Hesser Photo News Service, which sells pictures to Hearst. He complained of a wrenched or broken collarbone. A doctor examined him and found nothing wrong. He objected seriously to submitting to an X-ray picture, but finally was prevailed upon to pose. He immediately left the hospital.

ALLEGED SWINDLER HELD; FIND CHECKS WORTHLESS

CLINTON, Ind., May 14.—John E.

COURT CONTINUES CO-OP MINE CASE

Continued From Page One.

the right of union officials to interfere in any way with the co-operative mining in the state.

Court Reprimands Lewis.

During the cross-examination of Mr. Lewis by W. A. Cullop, attorney for the plaintiff, the international president was reprimanded by Judge Baltzell for the manner in which questions had been answered and was told that "no monkey business" or "foolishness" would be tolerated.

William Kelley, financial secretary of local 241 and a director in the East Side company, testified that the miners working in the Tecumseh received wages in strict conformity with the "Terre Haute wage agreement." He also said that should the charter of his local be revoked it would mean the closing down of the mine.

When the plaintiff attempted to place Phil H. Penna of Terre Haute, secretary-treasurer of the Indiana Bituminous Coal Operators' association, on the stand, Judge Baltzell, on objections made by defense counsel, ruled that the operators were not involved in the controversy and Penna was dismissed from the witness stand.

Charles Diehl of Petersburg, a mine foreman who worked for fifteen years at the Tecumseh mine, former superintendent of the mine before it was operated co-operatively, testified that the labor cost of mining coal had been from \$1.25 to \$1.59 a ton, with the total production cost ranging from \$1.79 to \$1.85 a ton. Diehl said that during the period he had been employed at the mine miners did not do their own "jerryman" work or timbering.

James Little of Bicknell, mine foreman for the East Side Coal company, testified that he had not any controversy over wages of a miner, Joe Nomady of Bicknell, who had previously testified that he had been compelled to work three hours and had received pay for only two hours under the "co-operative management."

James E. Pauls and John Coughlin, both of Bicknell, union miners, who

had attended national headquarters that the complying agreement had been secured.

Other witnesses, Mr. Howley, Harry Harris of identified with the East Side, veyance of Howe-Coul Panhandle Wesley the Panha that the had protection of the mine had tively.

M. L. H cumseh mi the numb mine had it had bee tive manag

TORNADO

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DISASTERS
TRAIN WRECK

REFERENCE
DO NOT CIRCULATE

Community Affairs File

1944 Train Wreck Kills 29

Accidents (Ct) Community Affairs File

by Judy Stedman Calvert

Northside Journal 9-7-82

Tragedy struck near North Terre Haute on September 14, 1944 at Dewey (25th and Haythorne) when two C. and E.I. trains collided head-on in a dense fog.

A northbound express mail train (Engine # 1011 and 15 cars) had stopped as indicated by the signal at about 2:18 a.m. Two minutes later it was struck by a passenger train (Engine # 1019 and 14 cars) going about 35 miles an hour.

The final toll of the accident was 29 dead (26 passengers and 3 railroad employees) and 42 injured (32 passengers and 10 railroad employees).

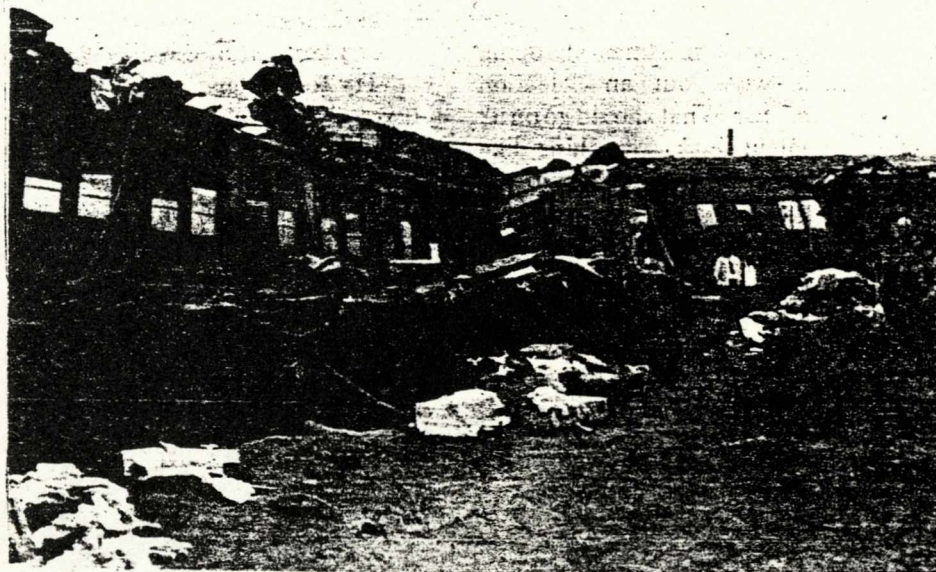
Most of the dead and injured passengers were members of the Army Air Force enroute to Miami from Chicago for rest after having served overseas during the war.

Ralph W. Smith of North Terre Haute was just returning home from work at the Dresser mine when the wreck occurred. He heard the crash and

ran down to the scene. Lights from the coaches were still on and he could see what had happened. Accompanied by a young serviceman Ralph ran back home to call the sheriff and ambulances before returning to the wreck to help with the injured.

The official accident report indicates that the cause of the accident was "failure to obey meet order and to control speed of train in conformity with automatic block-signal indications." The passenger train was 37 minutes behind schedule and was supposed to stop at Atherton and enter a siding until the mail train passed. The fireman and engineer were killed in the accident and it was never determined why the train did not stop at Atherton as instructed in orders received in Clinton. It was speculated that because of heavy fog and the darkness, the engineer was not aware he had passed Atherton.

Photos Courtesy Vigo County
Historical Society



Vigo County Public Library